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TEST PLAYERS IN FORM.

TWO CENTURIES FOR DULEEPSINHJI.

YORKSHIRE BEAT GLOUCESTER BY AN INNINGS.

WORCESTER VICTORY.

London, July 18.
Excellent form was shown by some of England's Test players in the Gentlemen v. Players match which ended in a draw at Lord's today. Duleepsinhji scored a century in each innings, Sutcliffe made 80 for the Players and Leyland took seven wickets for 94 runs. Rain interfered with the County matches but Yorkshire and Worcester scored decisive victories.

Results in Brief.

Gentlemen v. Players drawn.
Somerset won on the first innings against Surrey at the Oval.
Yorkshire beat Gloucester by an innings and 187 at Bristol.

The Glamorgan-Sussex match at Pontypridd was abandoned, the result being declared a draw.

Northants drew with Essex at Northampton.

Worcester beat Gloucester by an innings and 2 runs at Worcester.

The Honours List.

The principal batting and bowling performances during the matches which finished today are set out below:

Batting

Duleepsinhji (Gents.)	125
and	103
Oldroyd (Yorks)	127
Liddell (Northants)	129
Wood (Yorkshire)	91
Sutcliffe (Players)	80
* Not out.	

Bowling

Perks (Worcester)	7 for 20
Verity (Yorkshire)	5 for 18
Rhodes (Yorkshire)	4 for 21
and	4 for 33
Brook (Worcester)	6 for 57
Peach (Surrey)	5 for 27
Astill (Leicester)	4 for 55
Leyland (Players)	7 for 94
Peebles (Gents.)	6 for 105

Gents. v. Players.

Duleepsinhji played a fine innings of 125 when the Gentlemen batted first at Lord's. They were all out for 292. Leyland being in form with the ball and taking seven wickets for 94 runs. The Players went in to make 203. Herbert Sutcliffe knocking up a valuable 80 before his wicket fell. Peebles did the most havoc among the bat-men, taking six wickets for 105.

Going in again the Gentlemen declared at 197 for four wickets after Duleepsinhji had made his second century of the match. He carried his bat for 103. There was not sufficient time for the game to be decided, however, and ended in a draw with the Players' second innings score at 38 for three wickets.

Somerset v. Surrey.

Somerset got a first innings decision in a low scoring match when they dismissed Surrey in the first innings for 158. Somerset replied with 179. Peach taking five wickets for 25. Surrey tried to force the issue by declaring at 161 for four, but they could not get Somerset out in the time and the match ended with the latter's score at 50 for two wickets.

Yorkshire v. Gloucester.

Gloucester met with a very severe defeat at the hands of Yorkshire when the winners made 402 in their only innings. Oldroyd made 127 before his wicket was taken and Wood was unlucky in missing his century by nine runs. Gloucester were skittled out for 125. Rhodes taking four for 53 and Verity five for 18. When Gloucester went in again they were dismissed for 150. Rhodes this time taking four for 21.

Glamorgan v. Sussex.

The Glamorgan-Sussex match at Pontypridd was abandoned, when Glamorgan had made 201 in (Continued on Page 12.)

SHIPS SINK AT NAGASAKI.

WORST TYPHOON IN JAPAN FOR FORTY YEARS.

BIG LOSS OF LIFE.

Tokyo, July 19.
The most furious typhoon for forty years, having ravaged Loo-choo and Kyushu, struck southern Korea with unabated force at noon yesterday, according to a message from Fusan. No details of the deaths or damage in Korea are available at the moment.

Estimates of the dead and injured are still mere guesswork, but the authorities are of the opinion that the total casualties at Loo-choo, Kyushu and in Korea are probably several hundreds.

The majority of the casualties occurred on shore and consist of people merely injured by the collapse of houses. A heavy deathroll is feared, however, when the storm toll about is fully known.

Every part of Kyushu was scourged, but the typhoon was at its worst at Nagasaki. Three small steamers and fifty smaller craft including motor-boats, sailers and sampans, sank inside the harbour. The majority of the crews of the boats were ashore, but many people who were on board perished. Some of the bodies have already been recovered.

The Governor of the Nagasaki Prefecture has sent a brief radio report to the Home Ministry indicating that there has been a heavy loss of life among the seafaring folk.

The message states "Several boats sank in Nagasaki Harbour, and a number of bodies were recovered after the storm."

The Governor also said that many of the public buildings had had their roofs blown off while others were seriously damaged, including the Prefectural Government headquarters.—*Reuter.*

COMMUNAL RIOTING IN BENGAL.

EIGHT KILLED IN RECENT DISTURBANCES.

Mymensingh, July 18.
It is officially announced that in the recent disturbances in the Kishoreganj district eight rioters were killed and seventy arrested. Houses, both of Hindus and Mohammedans, were looted and burned.

The disturbances occurred on July 13 when communal rioting broke out, there being extensive looting and incendiarism despite firing by the police. One police officer was injured. The Frontier Rifles were drafted to the district to prevent further disorders.—*Reuter.*

KEEN DAVIS CUP CONTEST.

U.S.A. WINS SINGLES FROM ITALY.

Paris, July 18.
In the inter-zone final of the Davis Cup Competition, the United States and Italy began their match today.

Allison (U.S.A.) won his singles match with De Stefani after a great tussle which went the full five sets. The scores were 4-6, 7-9, 6-4, 8-6, 10-8.

A start was made in the match between Lott (U.S.A.) and De Morpurgo, but the tie had to be postponed owing to bad light when the American was leading by two sets to one, the scores being 3-6, 9-7, 10-8.—*Reuter.*

JAPANESE FISHING DISASTERS.

FEARED LOSS OF OVER FIFTY LIVES.

Tokyo, July 19.
Fifty-six fishermen are reported to be missing as a result of two accidents, not connected with the Kyushu typhoon.

In both cases small motor craft went on the rocks during fog and sank—the Elji Maru off Katsura in the Ohba Prefecture with 39 people on board, and the Kotohira Maru, off Shimoda, with seventeen people on board.—*Reuter.*

ATTEMPT TO KILL OFFICIAL.

LUCKY ESCAPE NEAR SHANGHAI.

INTENDED VICTIM FORMERLY IN CANTON.

A GRENADE THROWN.

Shanghai, July 18.
A commotion was caused in Hangchow, near Shanghai, on Wednesday by a sensational attempt to take the life of a prominent Nationalist Government official, Mr. Chu Chia-hua, the Commissioner of Civil Affairs of the Chekiang Provincial Government.

The attempt on the life of this Nationalist official is likely to evoke considerable comment in South China, as Mr. Chu was at one time, for a period of about a year, the Civil Commissioner of the Canton Government.

The Hangchow telegrams state that Mr. Chu Chia-hua was travelling in a motor car when a party of desperadoes tried to stop the vehicle and later threw a grenade which failed to explode.

Attack Prevented.

Police officers arrived in time to prevent the assassins from attacking the Nationalist officer. The grenade would undoubtedly have smashed the motor car to atoms if it had exploded.

It will be recalled that while serving under the Canton Government Mr. Chu was concurrently acting as the Vice-Chancellor of the Sun Yat-sen University, and, being a politician of the new school of thought, he was responsible for furthering the woman's movement in South China. He took a great interest in dress reforms under this movement.

Nanking Excitement.

According to Japanese sources, telegraphic communication between Nanking and Pango-fu has been interrupted since this morning, and great concern has been felt for the safety of this latter city, in view of its proximity to the Nationalist capital.

Situated on the Tientsin-Pukow Railway, Pango-fu is about seventy miles from Nanking and is midway between Nanking and the Nationalist Headquarters on this railway. Hauechow. The importance of Pango-fu in the present war needs no emphasis, and the Japanese state that plain clothes Kuomintang forces must have appeared near Pango-fu and cut the telegraph wires.

There is a possibility of a battle between the plain clothes Kuomintang troops and the Nationalist Garrison forces going on at the moment, which may explain the interruption of communication.

Shanghai Uneasy.

Chinese Communists in Shanghai are seizing the opportunity caused by the withdrawal of the greater part of the Chinese Garrison forces from Shanghai to carry out demonstrations and the distribution of "Red" literature among the labouring class.

Over fifteen Communists have been apprehended during the past two days in Greater Shanghai.

Smuggled Jewellery.

The Finance Ministry in Nanking has received a communication from the Chinese Consul-General in Kobe warning the Shanghai authorities and Maritime Customs officials of the smuggling of gold jewellery from Shanghai, in defiance of the Chinese gold embargo.

The Kobe Consular authorities have received information that a large quantity of jewellery, smuggled from China is being melted in Japan and the smuggling syndicates are said to be making huge profits.

Mr. T. V. Soong, the Finance Minister, has been recalled by the Government to Nanking, where the Nationalist leaders are considering the passing of regulations prohibiting the exportation from China of all jewellery made of gold.

Position Reviewed.

Peking, July 18.
Reviewing the military situation at the weekly Press conference, Chu Ao-hsiang said that Shih Yu (Continued on Page 12.)

DARING DAYLIGHT MURDER.

WEALTHY MERCHANT STABBED LAST EVENING.

ASSAILANT ESCAPES.

Criminal Investigation Department officials are greatly exercised over a daring murder enacted within the City yesterday evening, at 6 o'clock, when a Chinese, who was walking through Hillier Street in company with relatives, was suddenly attacked by another man with a dagger and mortally wounded. The assailant, who had the appearance of a coolie, made good his escape.

Hillier Street, where the murder took place, connects the Praya with Des Voeux Road, and along this street at the time there was a large crowd of coolies who had just knocked off work for the day at the quays. A man, whose dress made him indistinguishable from the others, suddenly stepped out from the crowd and approaching the victim, who was hurrying along in the opposite direction, suddenly plunged a dagger into his breast.

The attack took place within full view of two women, the wife and sister-in-law of the victim, who were walking on either side of him.

THRILLING RESCUE IN MID-ATLANTIC.

British Ship Saves Crew and Passengers.

N.D.L. BOAT AFIRE.

London, July 18.
The British ship Rangitata, sailing under the flag of the New Zealand Shipping Company, today effected the rescue of the passengers and crew of the North German Lloyd vessel Targis, of 5,900 tons, in the mid-Atlantic. News of the rescue reached London in wireless messages from the Rangitata, which is a vessel of 18,000 tons.

The Targis, bound for Bremen from North America, carried a crew of 42 and a few passengers, and when the Rangitata arrived on the scene she was badly on fire in three holds.

All the passengers and crew were taken on board the Rangitata.—*British Wireless.*

The victim uttered a cry and started in pursuit of his assailant, but he collapsed on reaching the Praya.

The assailant escaped, and in spite of the utmost efforts on the part of Criminal Investigation Department officials, who last night threw a net which included all points of egress from the Colony, he has not yet been captured.

The victim, who died almost immediately upon his admission into hospital, was a well-to-do merchant, named Tam Ma-teng, who is stated to have made a substantial fortune during a sojourn in the United States. He returned from America a year ago, and after a visit to his native village in Chungshan was to have returned to the States with his wife and a sister-in-law.

While awaiting to take their passage on a President liner for Seattle, the man and the two women had put up at the Hotel Asia, near which the attack took place. They were returning to the Hotel from a barber shop when the affair occurred.

MOTOR RACING IN IRELAND.

FURTHER SUCCESSES FOR BRITISH CARS.

London, July 18.
The first of the two Irish international Grand Prix automobile road races at Dublin today was won by Victor Gillows in a Riley, Captain Waites, with an Austin, was second, and an Alfa Romeo, driven by Eyston, came in third. There was a tie for the fourth place between a Fraser-Nash and an Austin.

The race for the larger cars takes place to-morrow.—*British Wireless.*

FIGHT ON NAVAL TREATY.

U.S. SENATE STILL ARGUING.

PHILIPPINES DEFENCE AGAIN TO THE FORE.

AT JAPAN'S MERCY.

Washington, July 10.
More importantly than ever before, the Philippine Islands today figured prominently in the debate on the senate floor over the question of ratifying the London Naval Treaty of 1930.

Senator Royal S. Copeland, Democrat of New York, insisted that in event of disturbances in the Pacific the Philippines would be at the mercy of Japan and could be invaded.

Secret Document.

The other outstanding development of the treaty involved Charles G. Dawes, United States Ambassador to London. It was made clear here that Secretary of State Henry L. Stimson and President Hoover desire to keep secret documents involved in the treaty negotiations at London because of remarks they contain made by Ambassador Dawes concerning European personalities.

In the debate over the treaty today Senator Copeland questioned the wisdom of leaving Alaska unprotected when it has a bay sufficiently large to accommodate the entire United States navy.

Menace to Japan.

Senator David A. Reed, Republican of Pennsylvania and a member of the American delegation to the London conference, replied that such a naval base would menace Japan and would be unnecessary in the defence of the mainland.

Senator Reed contended that the London treaty does not change fortifications in the Pacific in any way.

"Surely," said Senator Reed, "Senator Copeland did not expect us to get a treaty establishing Japan's inferiority in her own waters. We went to London to get a treaty fair to all parties."

At Japan's Mercy.

Then it was that Senator Copeland insisted that in event of war the Philippines would be at the mercy of Japan and could be invaded. He said the trans-Pacific trade of the United States should also be considered by the senate before it votes on the London pact.

Senator Hiram Johnson, Republican of California and leader of the fight against the London pact, declared today that the Senate lacks the courage to obtain the much discussed secret documents passed at London. He said the Senate is entitled to the documents which Secretary Stimson refuses to deliver.

"I am not interested in the expressions of the reply of our ambassador to Great Britain regarding his personal opinions of men," said Senator Johnson, "but there are in those papers the written records of American proposals in London. There are also the British and Japanese replies in writing."

Sees No Economies.

Senator Kenneth McKellar, Democrat of Tennessee and author of a resolution demanding the secret documents, took the floor and ridiculed the claims that the London treaty will result in economies. He pointed out that naval appropriations have been constantly increased since the Washington conference of 1921-1922.

Take "Teeth" Out Of Resolution.

Proponents of the treaty won their first skirmish when they obtained the adoption of an amendment taking the "teeth" out of the McKellar resolution.

As a result of the amendment, the resolution was changed from one which demanded that the president deliver to the senate for examination the documents relating to the negotiations prior to the London conference to one requesting that he transmit the papers if to do so wasn't incompatible with public interest.

The amendment was adopted by a vote 38 to 17 and later the resolution (Continued on Page 12.)

Bulls and Inners

From the Office Butts.

The only time some Civil Servants are stung into action is when the mosquitoes get busy on moonlight plinies.

According to the Chamber of Commerce, there's very little doing in Spring Fancies. None the less, young men's inclinations still seem to turn in the direction indicated by the poet.

Government officials, says a Home newspaper, resent being questioned. This may account for the frequency with which we now hear Hongkong Civil Servants exclaiming: "Don't axe me!"

A reader wants to know the meaning of the term, "The White Man's Burden." In Hongkong, it means increased taxation.

We sympathise with the golfer, who, when performing the ceremony of cutting the first sod, carefully replaced the divot.

Bebe Daniels and Ben Lyon, movie stars, married recently, should get along nicely, unless, of course, Daniels decides to rearrange things in the Lyon's den.

The leader of a London orchestra has just finished conducting his 4,000th concert in five years. He must lead the baton averages.

After smoking 144 cigarettes in 15 hours to break a world's record, a Bulgarian was declared to be in perfect condition. His experience made him inhale and hearty.

It's really very hard and very rough. Though of staff perhaps we have more than enough. To introduce the axe, and suggest that we are lax, is not at all the proper sort of stuff!

We really cannot help the dollar's fall. And it hits us just as hard, yes, one and all!

Of course, we need not mention that it can't affect our pension. Providing we don't get the "homeward call."

If trade is bad we shouldn't bear the whacks. We're not the cause of all the slumps and slacks; And it's sad to think that we, the reason soon may be, For a local boom in wretched things called "sacks."

"Space," says Einstein, "is eating up matter." Looking for parking space does have that effect on gray matter.

People of moderate means at Home, who were wont to boast of their "rich relations in Hongkong," are now not displaying the same eagerness to notify each change of address.

We hear of a local Aberdonian who is thinking of going to Tongkawan in order to see what this new free port is like.

The "You Know" Series:—You know he's an accountant because even at Repulse Bay, he can't keep his eyes off the figures.

Reading all these advertising slogans for world-famous resorts, what about the Government adopting—"See Hongkong and Bust!"

It is trusted that the local application of the axe will not stunt the anticipated growth of promising family trees of the distant future.

The worst thing about popu-larising aviation in Hongkong will be that some people will be given field, further opportunities of looking across a "horn" brook and over a wall!

Some people think that an axe, not nearly big enough to do the work in Hongkong. What about a circular saw?

To-day's Howlers:—Our neighbour's new wireless set.

"Everybody likes change," says a writer. We've noticed that with these restaurant "boys."

[According to a Sanitary Inspector, certain residents of Kowloon Tong breed mosquitoes for the specific purpose of feeding goldfish.]

The East is quite famous, of course. For the risk we incur from the "skeeter."

To combat them we have laws in force. And strew kerosene by the litre. Though in Kowloon Tong, this they don't wish.

And they've suddenly sprung into fame. By breeding them for the gold-fish!

So our old friends "culex" and "anoph" At last have found a safe sanctum.

Where they're perfectly safe and well off. And can bite, and there's no-one to spank!

The Chinese recently sent to prison for stealing a ham probably considered his sentence the unkindest cut of all.

Aerial honeymooners are said to be growing in popularity. But the couple soon come down to earth.

We suppose it's the law of parity which keeps the dollar down.

The portrait of a Prince which appeared in a contemporary this week was accurate—so far as the name was concerned.

The tender for supplying the axe to the Retrenchment Committee has been awarded to Messrs. D. Part and Go, Ltd.

A reader says he's tired of gramophone records being broadcast. What he evidently wants is a change of air.

"Learning Saxophone at 84," says a heading. We sympathise with those living at Nos. 83 and 85.

A share market report speaks of "covering by shorts." Aren't the modern skirts much more effective?

Is reference to "Cabaret" a Malaprop?

An order for nearly thirty British locomotives will give employment for nine months to 2,000 men. That's proceeding on the right track.

What about a decoration. For the brightest peroration. On the ethics of the modern craze for "life."

Should we dance on till the morning. Keep it up until we're yawning. Even though it's with some other fellow's wife?

Should cabarets be vetoed? Even though the young and fleet-footed, Boman the absence of a peppy spot?

Shall we earn a few odd laurels. Guarding other people's morals. Or shall we move the mole that we have got?

It is not definitely known whether, among those present at a recent reception, was the Editor of the *Timbuctoo Warrior*.

No wonder Australia Leeds slightly in Test honours, when larking aviation in Hongkong will England has to go through an old be that some people will be given field, a wood full of obstacles, further opportunities of looking across a "horn" brook and over a wall!

Those who yearn for brighter work in Hongkong. What about a circular saw?

Those who yearn for brighter work in Hongkong. What about a circular saw?

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WORK OF THE PO LEUNG KUK.

APPRECIATION BY THE GOVERNOR

The proposed new site for the Po Leung Kuk was referred to by Mr. Tam Woon-tong, Chairman of the Board of Directors, in his address of welcome to His Excellency, Sir William Peel, K.B.E., C.M.G., and Lady Peel, who inspected the premises of this Institution yesterday.

Sir William and Lady Peel, who were accompanied by the Hon. Mr. A. E. Wood, Secretary for Chinese Affairs, were met at the entrance by the Hon. Sir Shou-son Chow, the senior Chinese member of the Legislative Council and one of the Permanent Directors of the Po Leung Kuk, Mr. Tam Woon-tong and other Permanent Directors.

After a tour of the premises was carried out, Mr. Tam Woon-tong said:

We are most grateful to Your Excellency for this visit which is evidence of the kindly interest Your Excellency takes in the poor women and children, thus conferring great benefit on the community. We are also grateful to the Hon. Mr. A. E. Wood, the Secretary for Chinese Affairs, and to Lady Chow, Mrs. Kotewall and Mrs. Ts'o for their monthly visits, during which they impart to the inmates of this institution much valuable advice and guidance. To the Permanent Directors, too, our thanks are due for their unflinching assistance and co-operation.

Education.

In the performance of our duties we have observed the rules and traditions of the institution. About three years ago, realising the importance of giving the women and girls of the Po Leung Kuk, who generally come from the poorer classes and have not had any education, a chance of earning a livelihood when they leave the institution, Mrs. Southern in collaboration with Mrs. Kotewall made arrangements for teaching them some handicraft. During these years Mrs. Kotewall has been assiduous in her attendance and in personally teaching the girls sewing and knitting.

My fellow-Directors and I are no less keen on this important work: we have recently engaged a lady-teacher who comes in the day time to teach the girls sewing and knitting, besides an elementary Chinese education. The twelve Directors for the current year have, among themselves, subscribed \$1,000 for the purchase of materials for the purpose, so that the funds of the institution need not be drawn upon. Though the lady-teacher has been at work for only two months, some good result is already in evidence.

At Leighton Hill.

For some years the need of a more congenial and more spacious site for the Po Leung Kuk has been much felt, but unfortunately no suitable site could be found. However, the Directors have recently found a piece of land on Leighton Hill Road, which seems very suitable for the purpose, being easy of access and near to the Tung Wah Eastern Hospital. A plan of the site has been handed to the Hon. Secretary for Chinese Affairs who, I understand, has submitted it to Your Excellency. It is our earnest hope that Your Excellency will be good enough to approve of the site at an early date, and also grant a sum of money to meet the cost of the building.

The Po Leung Kuk has been in existence for over thirty years. Its good work is well known in the Colony. The time has come when it should be developed and improved; but this desirable end could not be attained unless a building grant were made by the Government. The whole Chinese



The nearest way to a man's heart is through his stomach, so wise wives tell us. But unless hubby's digestive tract is in proper working order the efforts of the good lady in this direction are liable to miscarry. So keep

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in the house as a prompt corrective intestinal or liver torpor, to aid of digestion, and as a safeguard against bilious attacks, sick headaches and those little rifts in domestic harmony so liable to arise therefrom. Of chemists everywhere at 70 cents per vial, Pinkettes

KEEP YOU WELL.

community would be everlastingly grateful for this assistance.

His Excellency's Speech.

His Excellency spoke a few words in reply to Mr. Tam and his speech was translated into Chinese by the Hon. Mr. R. H. Kotewall, C.M.G., LL.D., who was among those present.

His Excellency thanked the Directors of the Po Leung Kuk for their welcome and said he had wanted to inspect this Institution, of which he had heard so much. There were similar institutions in Malaya, but they were official ones, whereas the Hongkong Po Leung Kuk, like the Tung Wah and other hospitals, was mainly maintained by the private funds of the Chinese community.

Continuing, Sir William informed the gathering that he had an opportunity recently of reporting to the Secretary of State for the Colonies his appreciation of the good work done by the Chinese merchants in connexion with the welfare of women and children and of the general good work done by the leading Chinese in public matters.

He was particularly pleased to hear that the girls of the Institution were taught sewing and knitting, as Lady Peel was very much interested in such works. He could promise them that they would soon receive a visit from Lady Peel, who used to visit regularly the Po Leung Kuk at Kuala Lumpur, and took a very keen interest in sewing, knitting and tapestry. He was quite sure that she would take an equally keen interest in the Po Leung Kuk and similar institutions in the Colony.

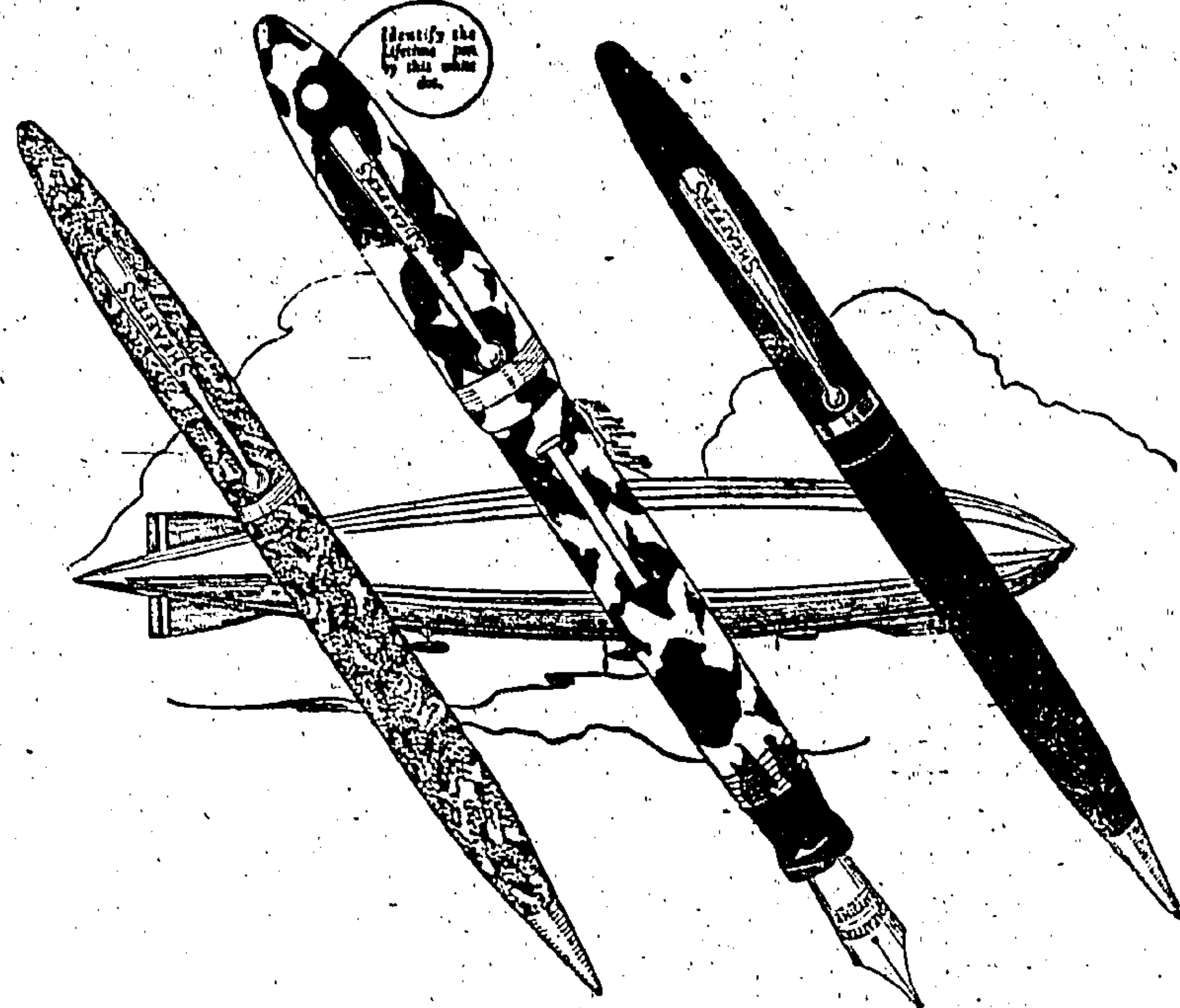
As regards the new site for the Po Leung Kuk, went on His Excellency, he was not yet able to express an opinion on the matter. The Hon. Secretary for Chinese Affairs, Mr. Wood, had pointed out to him the new site chosen by the Directors but he could not make any definite promise as to what he would do as he knew nothing of the views of his technical advisors. At any rate, the choice of a new site had his sympathy and he would do anything he could to help in finding a suitable site for the purpose.

In conclusion, His Excellency, in the name of the Government, thanked the directors of the Po Leung Kuk on the splendid work they had done.

Refreshments were served by the Hongkong Hotel.

Bombay, July 18.

Owing to the accumulation of stock, and trade depression, fourteen more mills will close down on August 1, involving forty thousand workers.—*Reuter.*



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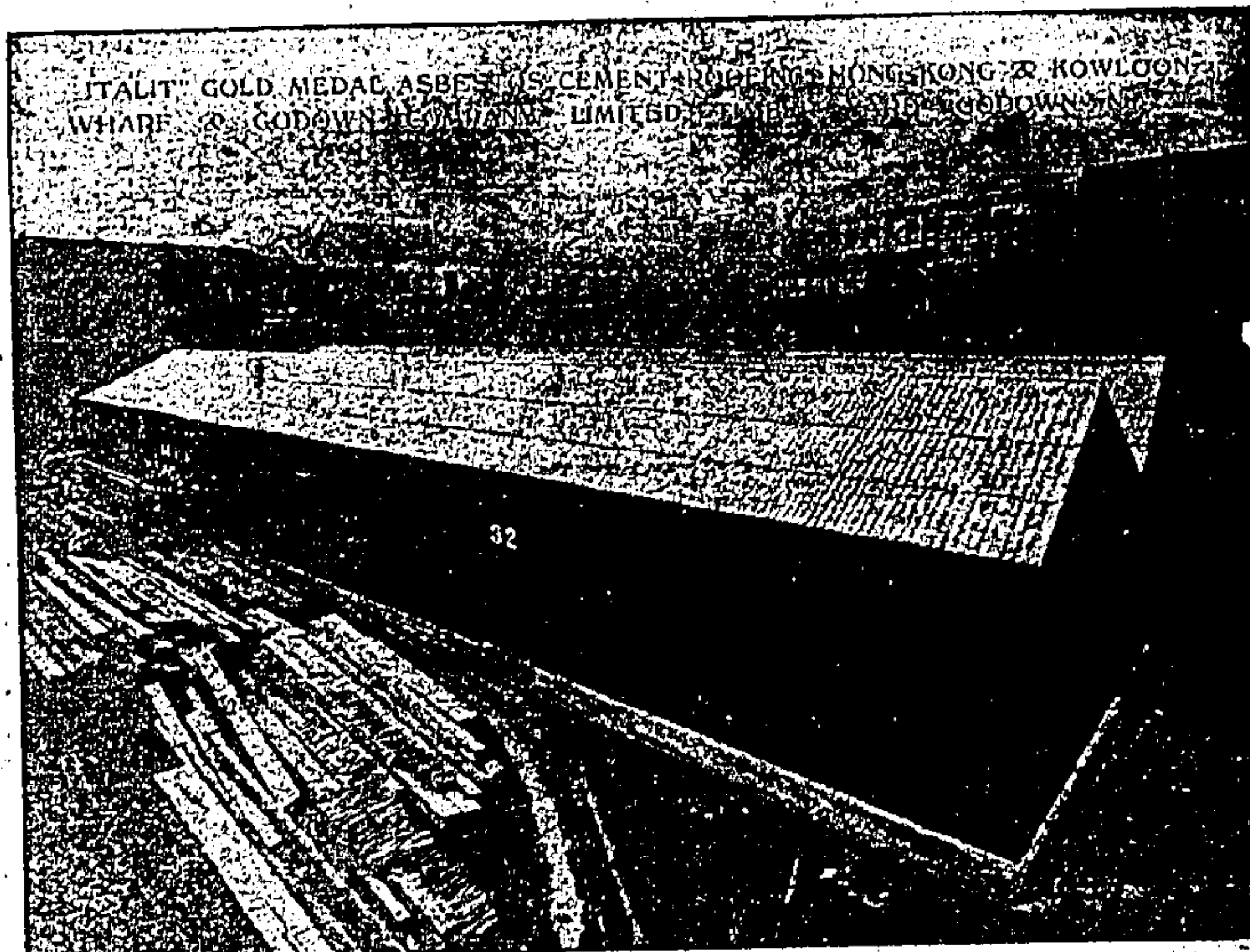
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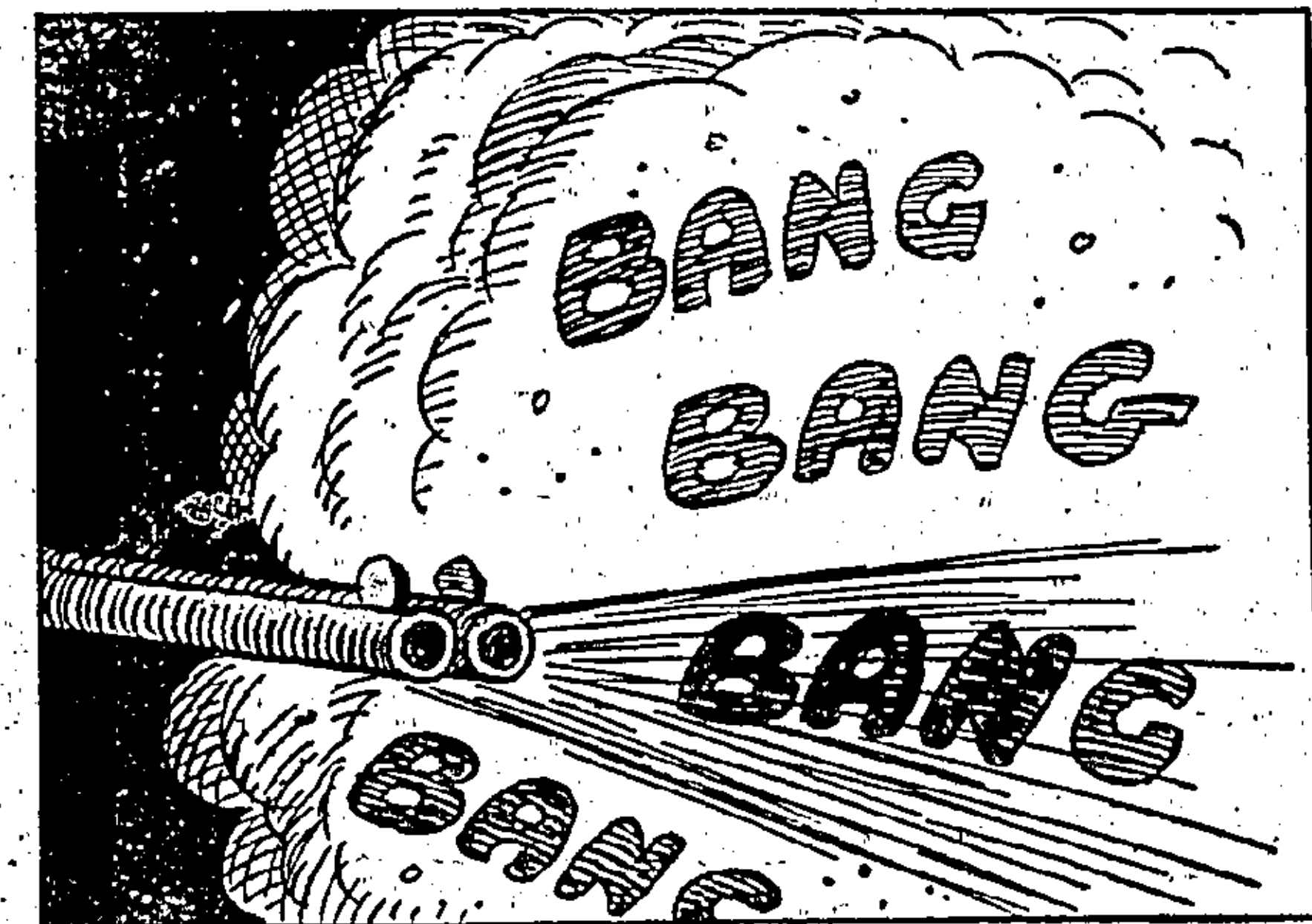
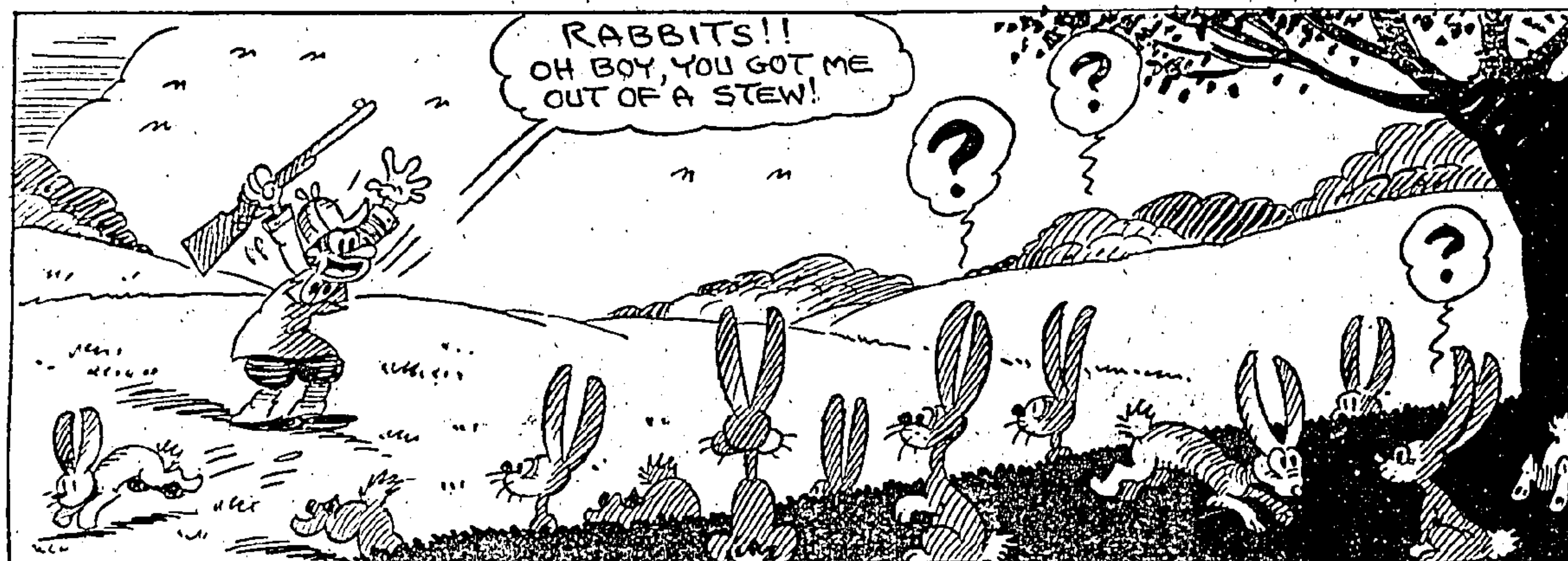
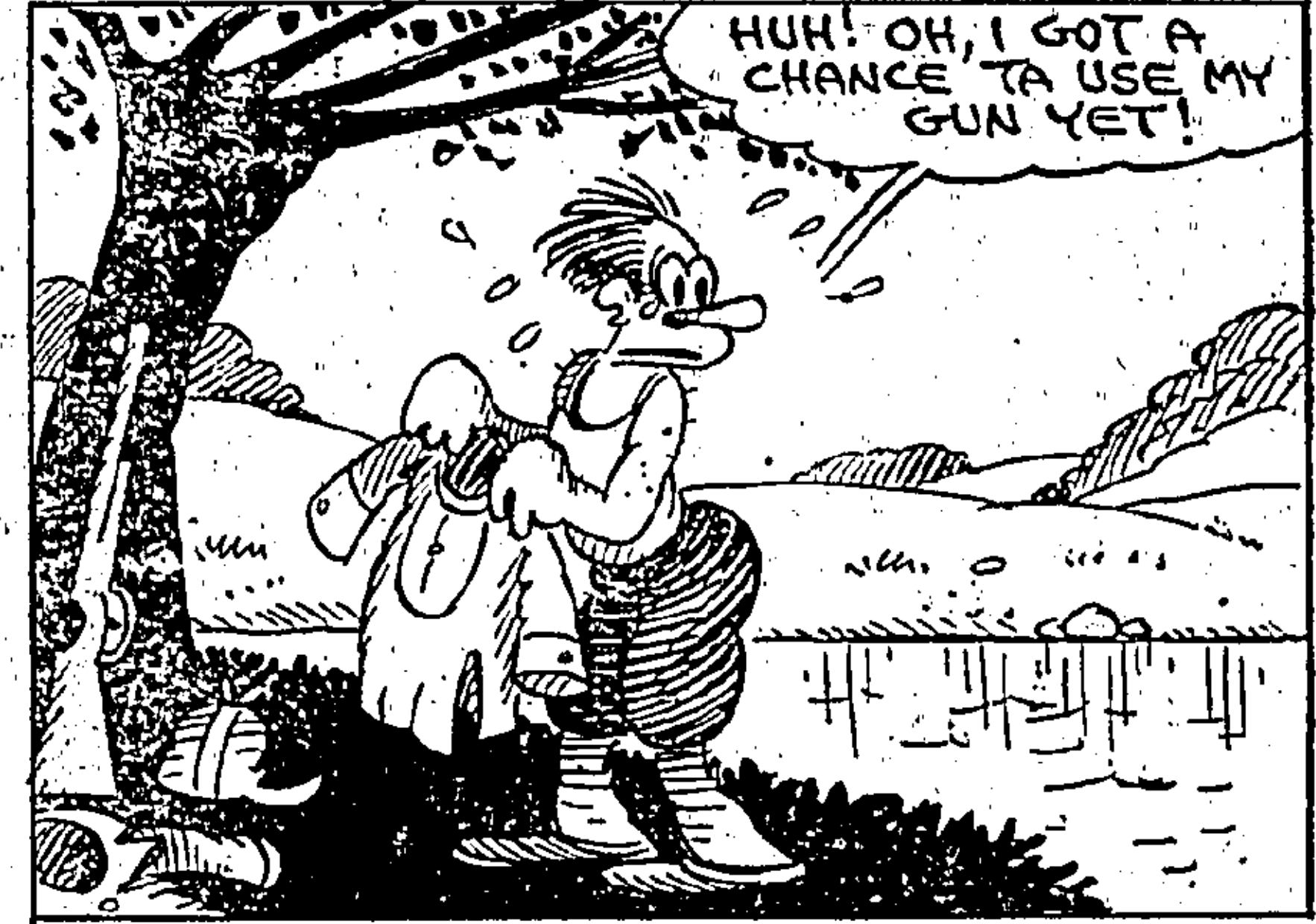
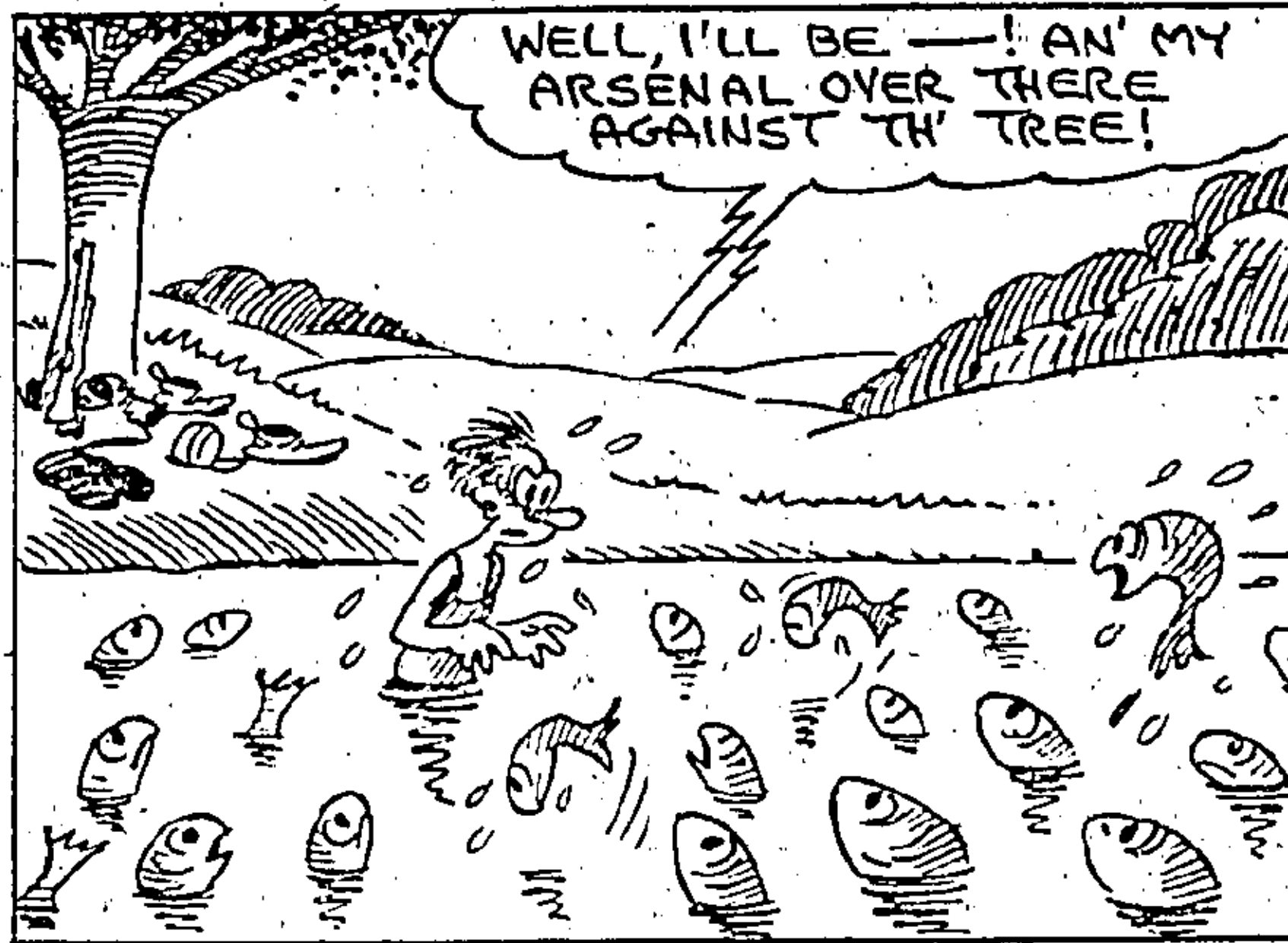
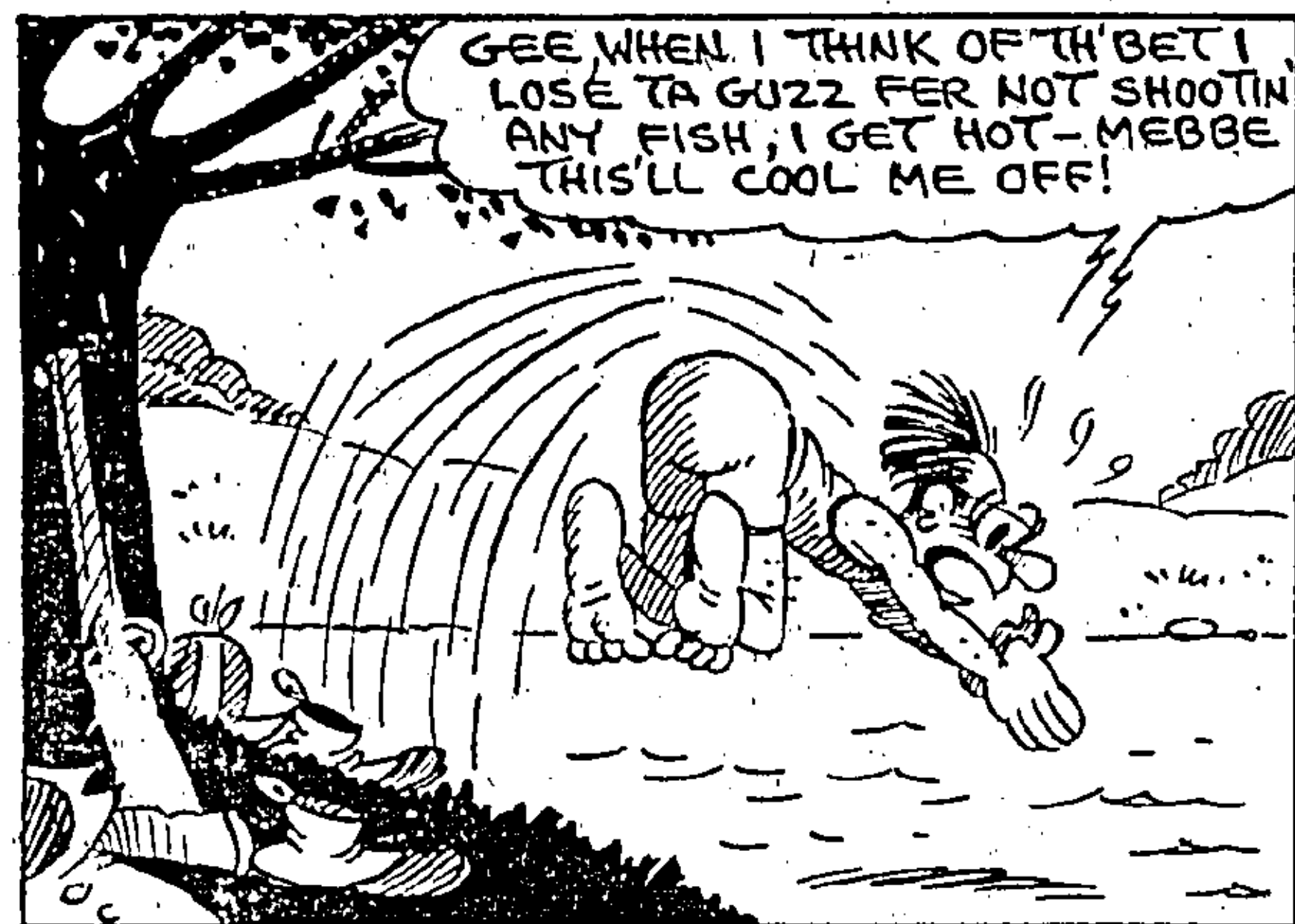
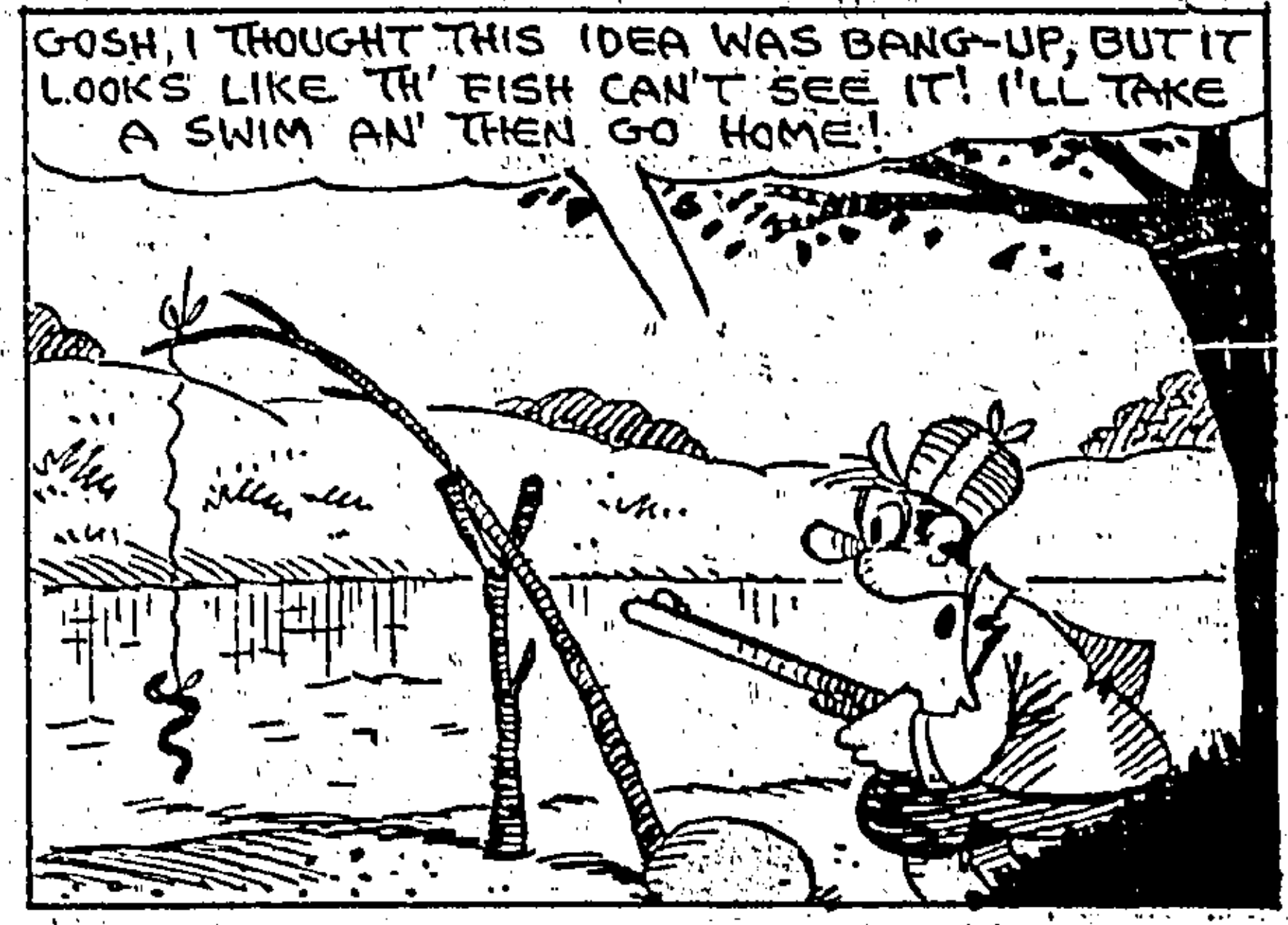
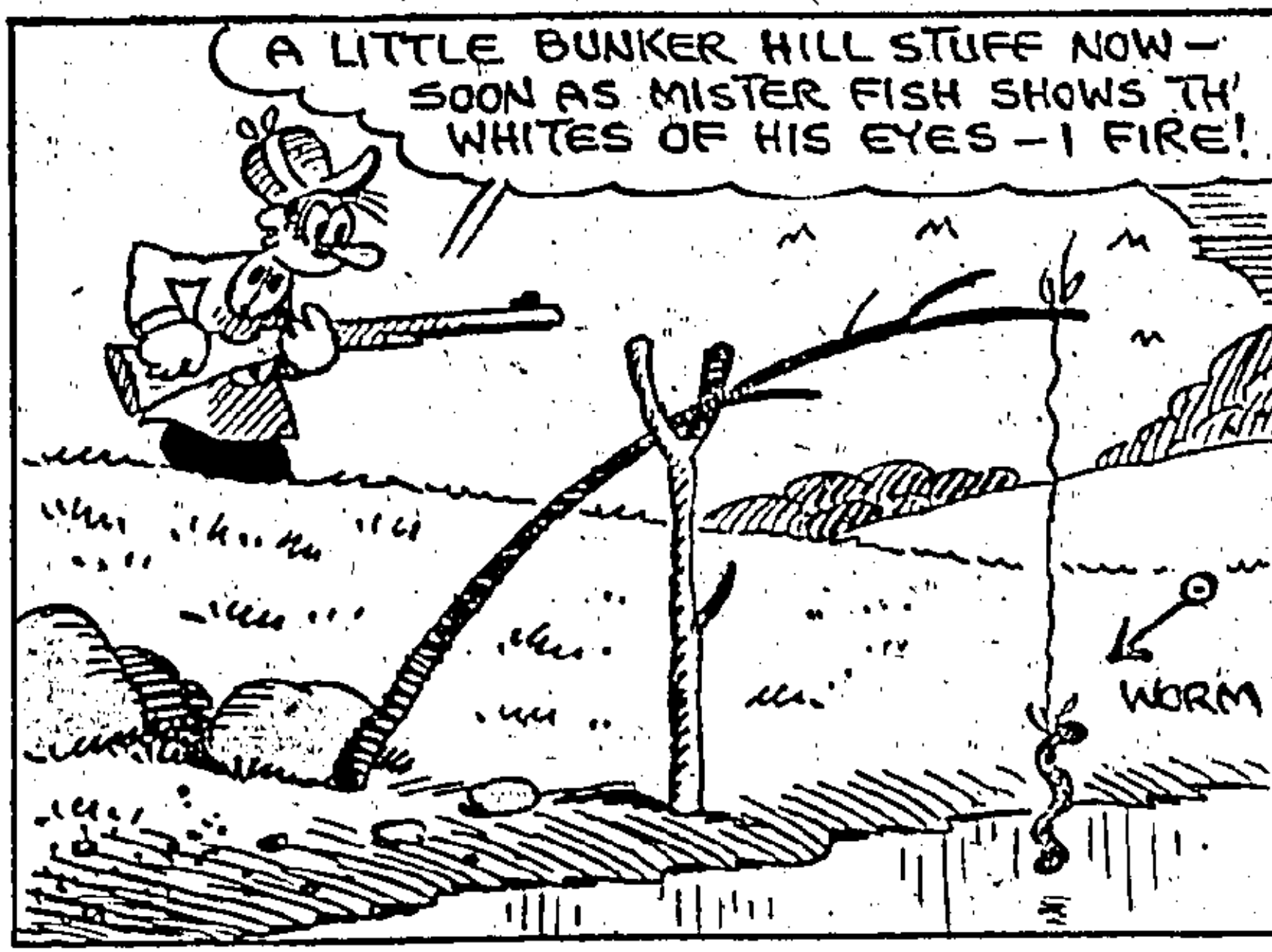
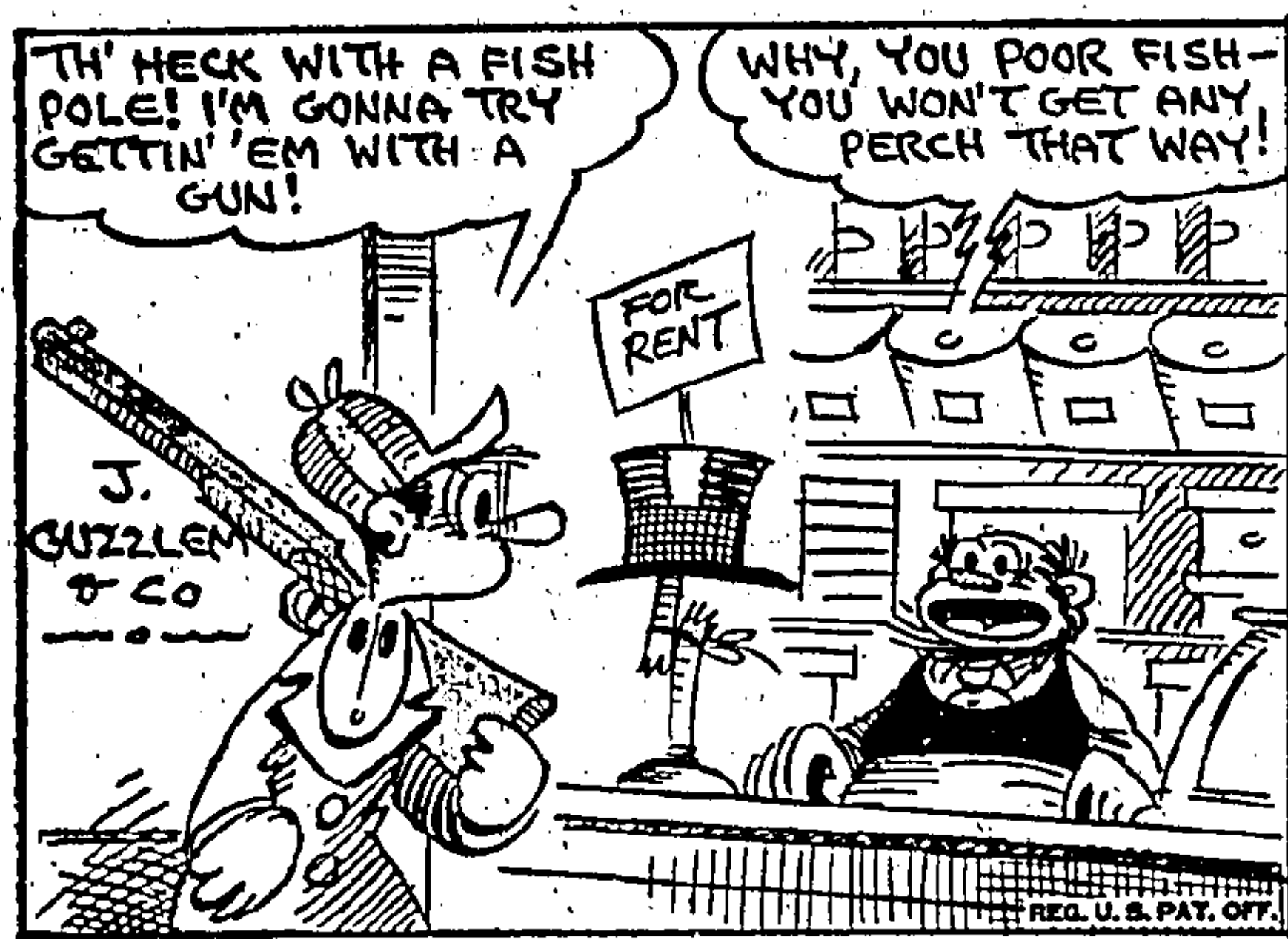


Tough Luck

By Small

SALESMAN SAM

By Small



WATCH THIS SPACE
FOR
IMPORTANT ANNOUNCEMENT
NEXT WEEK
FROM
WHITEAWAY, LAIDLAW & Co., Limited.

TO-DAY'S WANTS.

25 WORDS\$1.00,
(11.50 if Not Prepaid.)
The following replies have been received:-
544, 545, 547, 550, 556, 566, 593,
595, 598, 618, 634, 638, 639, 642,
650, 667, 671, 678, 683, 685.

PERSONAL.

Madame Flint is leaving for Paris, and she will return to the Colony in October with a selection of the latest creations.

Miss Maria L. G. Caamano, Huesca, Aragon Spain, wishes to exchange stamps, papers, letters and little souvenirs.

LOST.

LOST—Saturday night at Repulse Bay, Gold WATCH made by Falconer, Hongkong, and gold chain with 50 cent silver coin attached. Reward, write Box No. 690, "Hongkong Telegraph."

PREMISES TO LET.

TO LET—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

The main shop of
The Jade Tree Inc.

is in The Arcade of
PENINSULA HOTEL

There you will find Hand-made Jewellery, Pictures and Treasures of the ancient Dynasties.

The famous Jade Tree rugs are on display at

THE JADE TREE INC.
HONGKONG.

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"PEAK MANSIONS"

Prince Edward Road, Kowloon
Detached and Semi-detached villas. Modern construction with garage.

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Plots with modern conveniences.



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for

July

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STORAGE ADVANTAGES

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New Advertisements

HONGKONG CRICKET CLUB

By kind permission of Major J. B. Taylor and Officers the Band of the Somerset Light Infantry will give a CONCERT on the Cricket Ground on THURSDAY, 31st July, at 5.30 p.m.

Members and Subscribers will be "At Home" to their friends.

THE HONG KONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of TWO DOLLARS per share for the six months ending 30th June, 1930, will be payable on FRIDAY, 8th August, on which date Dividend Warrants may be obtained on application at the Company's Office, 3, Chater Road.

The Register of Shares of the Company will be CLOSED from THURSDAY, the 31st July to THURSDAY, the 7th August (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.
Hongkong, 17th July, 1930.

CHURCH NOTICES.

To-morrow the Fifth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong. July 20th, 1930, Fifth Sunday after Trinity. Holy Communion 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: Rev. A. D. Stewart. Holy Communion 12.15 p.m. Evensong 6 p.m. Preacher: Rev. R. H. Y. Brougham, Chaplain of Missions to Seamen. Friday, July 25th St. James Day, Holy Communion 7.45 a.m.

Union Church, Kennedy Road, Hongkong. Morning worship, 11 a.m. Evening worship, 6 p.m. Preacher: Rev. John Foster.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Life." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass, U.S.A.

Seventh Day Adventist Chapel 20, Ice House Street. Sunday Night, July 20th, 8.30 p.m. Subject, "Modern Pilates Washing Their Hands," by Pastor, Lyman W. Shaw. Saturday Sermon—5.30 p.m. Meeting for Prayer—Wednesday, 8.30 p.m. Visitors and strangers always find a cordial welcome here.

GUIDE TO THE COMPANIES' ORDINANCES OF HONGKONG.

In The Form of a Detailed Index

(131 PAGES).

COMPILED BY

WALTER J. HAWKER, A.C.I.S. HONGKONG.

Below are some opinions by professional men who have been favoured with advance copies.

"I have tested it in several instances, and found that in each of those instances, the work fully meets the test."

"For years I have complained bitterly of the lack of an Index to the Companies' Ordinances of Hongkong. The volume will be of great service."

"The work is excellently conceived and very well worked out."

"Every solicitor, barrister and auditor and company secretary will find the work indispensable."

"I heartily congratulate Mr. Hawker on his work."

Price \$5.00

Printed and Published by the

SOUTH CHINA MORNING POST LIMITED.

"Morning Post Building" Wyndham Street, Hongkong.

Lammert's Auctions

BY ORDER OF THE LIQUIDATOR.

PUBLIC AUCTION.

Of the following valuable leasehold property situate at Ma Tau Kok, Kowloon, in the Colony of Hongkong, being All That piece or parcel of ground registered in the Land Office as Kowloon Inland Lot No. 640 (Area 94,500 Square Feet. Crown rent \$374.00) and All That piece or parcel of ground registered in the Land Office as Kowloon Inland Lot No. 1267, (Area 16,402 Square Feet. Crown rent \$182.00) together with the erections and buildings erected thereon respectively and previously used as a Tannery and together with the machinery, steam, gas and water pipes in and upon the said premises.

To be sold in one Lot

by

PUBLIC AUCTION,

on WEDNESDAY,
the 23rd day of July, 1930,
at 3 o'clock p.m.

by

Messrs. LAMMERT BROS.,

at their Auction Rooms, Duddell Street, Victoria, Hongkong.

For further particulars and conditions of sale

Apply to

Messrs. JOHNSON, STOKES

AND MASTER,

Prince's Building, Hongkong.

Solicitors for the Vendor

or to

Messrs. LAMMERT BROS.,
The Auctioneers.
Hongkong, 9th July, 1930.

BY ORDER OF THE LIQUIDATOR PUBLIC AUCTION.

of the following valuable leasehold property situate at Victoria, in the Colony of Hongkong, being All that piece or parcel of ground registered in the Land Office as Inland Lot No. 1664,—together with the message, erections and buildings thereon known as No. 18 Po Hing Fong. Area 636 square feet. Crown rent \$11.00.

To be sold in one Lot

by

Public Auction.

on Friday,

the 1st day of August, 1930,
at 3 o'clock p.m.

by

MESSRS. LAMMERT BROS.

at their Auction Rooms,

Duddell Street,

Victoria, Hongkong.

For further particulars and conditions of sale apply to:—

MESSRS. JOHNSON, STOKES & MASTER,
Prince's Building, Hongkong.
Solicitors for the Vendor

or to

MESSRS. LAMMERT BROS.,
The Auctioneers.
Hongkong, 15th July, 1930.

NOTICE.

CHINA PROVIDENT LOAN & MORTGAGE COMPANY LIMITED.

The Transfer Books of this Company will be closed from Saturday, 9th August, 1930, to Saturday, 16th August, 1930, both days inclusive.

By Order of the Board of Directors.

D. L. KING,

Secretary.

Hongkong, 17th July, 1930.

MRS. MOTONO.

Massage.

Hand and Electric
31b, Wyndham Street.

MASSAGE HALL

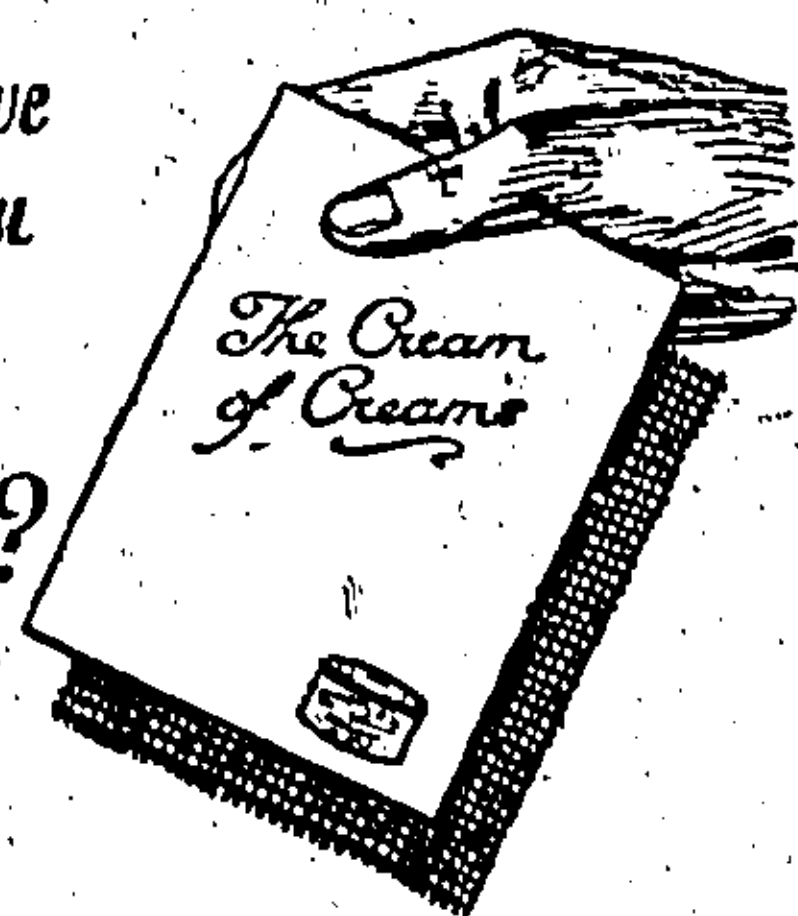
MRS. S. UZUNOYE

Expert Masseuse

87, Queen's Road C., 2nd floor.

An exciting scene was witnessed in Store-street, London when a cyclist carrying a parcel was challenged by a pedestrian. The cyclist dismounted and ran away. A crowd joined in the chase. The man who had called on the cyclist to stop was Det. Sgt. Greenacre, of Vine-street.

May we
send you
this
Dainty
Booklet?



It contains dozens of splendid yet simple Recipes which can be made and enjoyed by anyone

NESTLE'S THICK CREAM

Is ideal with all forms of Fruit. It has a delicate richness of flavour and is absolutely Pure. Send for the booklet "The Cream of Creams" to:

NESTLE'S P. O. BOX 351.

MAN TO MAN.

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FINDLATERS AS BEING
THE RIGHT WHISKY TO
ORDER, AND YOU KNOW AS
WELL AS I DO OLD CHAP,
THAT JEEVES HAS NEVER
LET ME DOWN."

FINDLATER MAGKIE TODD & Co., Ltd.
LONDON — LIETH — OPORTO

Agents:

GILMAN & CO., LTD. HONGKONG.

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TO-DAY = SATURDAY

July 19th.

IS THE LAST DAY
OF

GORDON'S

SHOE SALE

Many Additional Lines
at the Clearing Price

OF

\$5.00 pair.

POST OFFICE NOTICE

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

From	Per	Date
Shanghai and Swatow	Sunning	July 19.
Manila	Emp. of Russia	July 20.
Straits	Katori Maru	July 20.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 28th June)	Chichibu Maru	July 21.
Japan	Ald Maru	July 21.
Manila	Pres. Jackson	July 21.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 27th June)	Oldekerk	July 21.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 4th July)	Pres. Van Buren	July 26.
Japan and Shanghai	Pres. McKinley	July 28.
Straits	Yokohama Maru	July 28.
Australia and Manila	Atsuta Maru	July 28.
	Tanda	August 11.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 6 p.m. on the previous day.

For	Per	Date and Time.
Saigon	Helikon	Sat., July 19, 3.30 p.m.
Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco	Taiyo Maru	Sat., July 19, 4.15 p.m.
	Registration	4.15 p.m.
	Letters	4.15 p.m.
	(Due San Francisco 15th August).	
Shanghai and Europe via Siberia	Taiyo Maru	Sat., July 19, 5 p.m.
	Registration	5 p.m.
	Letters	5 p.m.
Manila	Pres. Taft	Sat., July 19, 4.30 p.m.
Amoy	Kiungchow	Sun., July 20, 8.30 a.m.
Sandakan	Hinsang	Sun., July 20, 8.30 a.m.
Straits	Knight Companion	Sun., July 20, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., July 20, 9 a.m.
Bangkok via Swatow	Kaying	Sun., July 20, 9.00 a.m.
Shanghai	Katori Maru Mon.	July 21, 10.30 a.m.
Swatow	Hydrangea	Mon., July 21, 8 p.m.
Japan, Canada, U.S.A., Central and South America and Europe via Victoria B.C.	Pres. Jackson	Mon., July 21, 3 p.m.
	Registration	3 p.m.
	Letters	3 p.m.
	(Due Victoria B.C. 8th August).	
Shanghai and Europe via Siberia	Pres. Jackson	Mon., July 21, 5 p.m.
	Registration	5 p.m.
	Letters	5 p.m.
Manila, Australia and New Zealand via Thursday Island	Aki Maru	Tues., July 22, 5 p.m.
	Registration	5 p.m.
	Letters	5 p.m.
	(Due Thursday Island 4th August).	
Manila, Australia and New Zealand via Thursday Island	Taiyang	Tues., July 22, 5 p.m.
	Registration	5 p.m.
	Letters	5 p.m.
	(Due Thursday Island 2nd August).	
Calcutta via Straits	Hosang	Tues., July 22, noon.
	Registration	noon.
	Letters	noon.
Swatow, Amoy and Foochow	Haiching	Tues., July 22, 1.00 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Achilles	Tues., July 22, 1.45 p.m.
	Registration	1.45 p.m.
	Letters	1.45 p.m.
	G. P. O.	1.45 p.m.
	Registration	2.30 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 22nd August).	
Foochow	Tean	Tues., July 22, 3.30 p.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and Europe via Vancouver B. C. and Europe via Siberia	Kwongsang	Wed., July 23, 8.30 a.m.
	Emp. of Russia	Wed., July 23, 5 p.m.
	Registration	5 p.m.
	Letters	5 p.m.
	(Due Vancouver B. C. 9th Aug.).	
Batavia	Bremerhaven	Wed., July 23, 5 p.m.
Amoy	Tainan	Wed., July 23, 5 p.m.
Hoihow, Pakhoi and Halphong	Chengtu	Thurs., July 24, 8.30 a.m.
Hoihow	Kwelyang	Thurs., July 24, 10.30 a.m.
Amoy	Suisan	Thurs., July 24, 5 p.m.
Wei Hai Wei, via Swatow and Foochow	Huichow	Fri., July 25, 10.30 a.m.
Swatow, Amoy and Foochow	Haiyang	Fri., July 25, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Hakusan Maru	Fri., July 25, 1 p.m.
	Registration	4.30 p.m.
	Letters	4.30 p.m.
	G. P. O.	4.30 p.m.
	Registration	5 p.m.
	Letters	5 p.m.
	(Due Marseilles 24th August).	
Manila	Pres. Van Buren	Sat., July 26, 5 p.m.

*Superscribed Correspondence only.



WATSON'S PURE CARBOLIC SOAPS

Highly recommended by the Medical Profession.
Guaranteed to contain the amount of Pure Carbolic acid specified.

5 per cent. FOR TOILET USE

Price—\$1.50 per box 3 Cakes.

10 per cent. FOR THE BATH

\$2.50 per box of 3 Cakes.

20 per cent. MEDICAL BATH SOAP

95 cents per Cake.

You will enjoy a Most Refreshing and Luxurious
Bath by using

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HOUSEHOLD AMMONIA.

A. S. WATSON & CO., LTD.

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CHATER ROAD.

The New Material for Dresses

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A good range of Allover Designs.

Old Bleach Linen for Dresses

with

Cambric to match

for Undies.

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NEVER BEFORE A STUDEBAKER

SO LOW IN PRICE!

1924 ... Light Six G\$1045
1925 ... Standard .. G\$1135
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1928 Director Six G\$1195
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STUDEBAKER SIX

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4-Wheel Duo-Servo Brakes

Ride in this new Studebaker
and know its Big Car Value!

The Hongkong & Shanghai
Hotels, Ltd.

The
Hongkong Telegraph.

SATURDAY, JULY 19, 1930.

REFUSE DISPOSAL.

The question of disposing of the Colony's refuse by means of incineration has been frequently considered within the past twenty years, but the matter has always been shelved. At first, the Government took the attitude that the old-fashioned method of carrying the refuse out to sea in barges, and there dumping it, was quite satisfactory. Then, when complaints began to be made of pollution of the foreshore in various parts of the Colony, it was suggested that Hongkong's refuse was of such a type that by incineration it would be unlikely to produce clinkers of which use could be made. During the Budget debate two years ago, Unofficial members of the Council stressed the necessity of more modern methods of refuse disposal, pointing out that, despite every care taken to ensure the non-return of garbage dumped into the sea, it often drifted back not only into the harbour, but also to the foreshores on the mainland and on various islands. An assurance was then given that the whole question would be investigated with a view to the inclusion of funds in the Budget for 1930, as soon as a satisfactory scheme had been evolved.

The impression thus created was that the Government had at last come out definitely on the side of modern methods of refuse destruction, having no doubt been influenced by a report made some two years earlier by the late Mr. Jackman, who had examined different types of incinerators in England, India and the Straits Settlements, and who suggested the desirability of introducing an up-to-date unit of one of the most successful plants. About eighteen months ago, in consequence of questions asked in the Sanitary Board by the Hon. Mr. Braga, the Government undertook to make enquiries regarding certain experiments which were being carried out with refuse destructors in Shanghai, the points covered being the cost of construction and maintenance and the uses to which the clinker material could be put. We have heard nothing officially on the matter since that time, but we believe that investigations made showed that the capital out-

lay would at present scarcely be justified. It may interest the Government and the public, however, to learn that the Works Committee of the Shanghai Municipal Council has recently approved the installation of an incinerator at a cost of over \$27,000, exclusive of firebricks, chimney, building, etc., but including all machinery. In addition, there will be further expenditure for the services of an expert who is coming East to supervise the erection of the machinery.

How much a modern destructor capable of dealing with Hongkong's refuse would cost it is hard to say, but we should imagine that it would run away with considerably more than half a million dollars. The question naturally suggests itself whether such an outlay would be justified for the sake of securing a cleaner harbour and foreshores. There is the further point that whereas in Shanghai an excellent use for the clinker can be found in the manufacture of concrete slabs, here in Hongkong there is no lack of material for this purpose. We believe, also, that at the moment good use is being made of the refuse on the mainland by dumping it for reclamation purposes at Cheungshawan, at practically no cost. Taking all the factors into consideration, therefore, including the present financial stringency, it would seem that the time is hardly propitious for the installation of a costly incinerator in this Colony. At the same time, we still maintain, as we always have, that this method is the ideal one for the purpose of disposing of refuse. When the financial outlook is clearer and the use of refuse for reclamation purposes is no longer necessary, we hope to see Hongkong come into line with other modern centres. But that time is not yet.

The Egyptian Crisis.

The gravity of the situation in Egypt is well demonstrated by the despatch to Alexandria of two British battleships, sufficient indication that there are grave fears of foreign residents being concerned in the present imbroglio. The dispute is still between Naha Pasha, the former Premier who has the support of the Wafdists, and Sidky Pasha who has only been Premier for a few weeks and whose installation in office was hoped to have the effect of providing the country with a more stable Government. Now, however, there have been serious disturbances in Alexandria, mob violence has broken out and the situation is pregnant with possibilities of an extremely serious nature. The attitude of the British Government has been stressed and Egypt has been told in the most definite terms possible that Britain's attitude is one of strict neutrality and non-intervention in what is purely an internal issue. At the same time the Government has taken care to point out that the Egyptian Premier will be held responsible for the protection of foreign lives and property. Britain therefore refuses to take sides, but it remains to be seen whether a policy of non-intervention can be continued if the quarrel resolves itself into disorder and open rebellion. Firebrands in Egypt have in recent months hurled threats against the Throne, but in this they cannot hope to count on support from the British Government. There seems to be a danger, however, that the Wafd section, by their power over the Egyptian mob and their conspiratorial organisation, contriving to do serious injury to the Throne, although it must be admitted that at the moment there is merely a quarrel between present and past Premiers with all the attacking being done by Naha Pasha. Britain is still trying the policy of "self determination" in Egypt, but the Egyptians themselves may force a change. The only alternative would be the resumption of a British Protectorate and that is not the aim of the British Government which is doing all in its power to meet the wishes of the Egyptians and to grant any concessions so

DAY BY DAY.

THE ERRORS OF A GREAT MIND
ARE MORE EDIFYING THAN THE
TRUTHS OF A LITTLE—Borne.

Mr. J. S. Mac Laren has been appointed an Assistant Colonial Treasurer.

Tenders are being invited for the construction of a ferry pier at Wilmer Street.

The appointment of Mr. Henry Robert Butters as a Police Magistrate is gazetted.

The appointment is gazetted of Mr. Walter Schofield as District Officer in the Southern District of the New Territories.

Tenders are being invited for the erection of three wooden barrack sheds, kitchen, etc., at Tsim Sha Teui Police Station.

The Government is inviting tenders for the construction of a 15-foot access road to the Christian Cemetery at Kowloon City.

His Excellency the Governor has appointed Mr. A.W.G.H. Grant to be Assistant Postmaster General in addition to his other duties.

The tender of Messrs. Kin Lee & Co., \$6,855.35, for the formation of a new Children's Playground at Kowloon has been accepted by the Government.

Among the passengers arriving from Shanghai yesterday was Judge Sir Peter Grain, who has come down for the Full Court session on Monday.

By order of His Excellency the Governor-in-Council, Cebu has been declared a place at which an infectious or contagious disease, namely, cholera, prevails.

Eastern Extension notifies that owing to a typhoon causing interruption of the landlines in Japan, all telegrams to and from Japan, except Nagasaki, are subject to delay.

Observatory returns show that during June the average mean temperature was 81.9, the highest being 90.8 and the lowest 70.3. There were 215.4 hours of sunshine and 12.24 inches of rain. The average humidity was 81.

His Majesty the King has approved the appointment of the Hon. Mr. J. Owen Hughes to be temporarily an Unofficial Member of the Executive Council in the place of the Hon. Sir Henry Pollock, who is temporarily absent from the Colony.

Lord Passfield, Secretary for the Colonies, presided at a dinner given by the Government, at Lancaster House, St. James's, on June 23, in honour of the members of the Colonial Office Conference. The company included: Sir R. E. Stubbs, Mr. L. S. Amery, M.P., Sir James Maxwell, Sir John Sandeman Allen, M.P., Sir F. M. Baddeley, Dr. R. O. Winstedt, Major the Hon. W. Ormsby-Gore, M.P., Sir Frederick James and Sir Henry Gollan, K.C.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contained the following cases, the figures in parentheses indicating deaths: Plague, Alexandria 8 (2), Baghdad 4, Colombo 1 (1), Penang 1 (1); Cholera, Calcutta 53 (28), Bangkok 3 (1), Penang 1 (1); Small-pox, Bombay 15 (9), Calcutta 19 (17), Madras 10 (1), Moulmein 10 (4), Rangoon 1, Penang 2 (1), Batavia 1 (1); Cerebro-spinal fever, Shanghai (5), Singapore 3 (1).

WATER LEVELS.

ON WEST, NORTH AND
EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	July 17	July 18
Shihning	5.8	5.7
Tsingyuen	1.8	2.2
Samsui	1.3	2.3

The highest levels on record are—Shihning, 41 feet; Tsingyuen, 29.2 feet; Samsui, 27.3 feet; Shikung 15.5 feet.

The lowest level on record at Samsui is minus 5 feet and at Shikung minus 2.7 feet.

long as they are for the good of the people of the country and do not redound to the detriment of Great Britain. If this can only be realised in Egypt, then out of the present dispute may come peace and contentment for Egypt's nationals.

THE HUMBLER ARTS.

Some Thoughts on Creative Skill.

While striding down a New England lane on a silver morning in April, I heard the sound of hammer and saw, vigorously handled, coming up from the valley. The workman down there, I said to myself, is not working for hire but is his own taskmaster and foreman, else he would not work so hard; and when I came in sight of him, perched high on a ladder leaning against a decrepit barn, I saw clearly, in the intensity of his labour, that he worked merely for pleasure and for play. He climbed down and sat for a few minutes on the lowest rung of the ladder, while I stopped to talk with him. I found that he was a professor in a university more than a hundred miles away, and that on almost every week-end of the academic year he drove the distance and back again in order to spend a few hours at such hard work as he was doing now, renovating and altering the buildings of this once prosperous but long since abandoned farmstead.

For three years he had done this, and he counted them the best years of his experience because, well, because here he had the constant sense of producing order and beauty where there had been mere decay. This barn, for example, upon which he had just begun operations, did not look a promising object of attention; but he thought that, if I should come down the lane a year hence, he would be able to show me a barn transformed. It would then be altered in shape, made weather tight, painted, and generally made to fit into the landscape. Just as I was leaving, he said: "You see, this barn is necessarily a part of my picture, and so I must get it right."

Four miles farther on I came to a man who was laying a stone wall, and he was laying it with a care and precision, with a minute attention to the shapes and sizes and even hues of the stones, which went far beyond anything that could have been expected of hired labour. He was working with an even greater absorption and vigor than the first man, and so I paused a while to talk with him also. He was an Englishman, who had spent many years in the western United States in various kinds of business. He had been a farmer and a fruit grower, a travelling salesman, a spectator of men and events.

He had spent much time in Japan and China. For six years, now, he had been working at this little farm, wholly for pleasure. He had rebuilt the farmhouse almost entirely, and quite without assistance, and also he had transplanted thousands of trees; but his masterpiece was to be this same stone wall upon which he had been working for three months pretty steadily and which he hoped to complete in another three. Even to my untrained eye that wall of his was a thing of beauty. He had taken the rough stones that littered the hillside all about and had compelled them into order, as a poet compels words. He was a master of stones, and some of the strength in the materials with which he had worked so long had got into him. I saw clearly that he was a happy man and that his work, which would have exhausted three men who had not his resources of joy, was done in the mood of eager play.

And on that same afternoon I found a third man, who was pruning trees in a tangled thicket of alder and birch and brambles and young pine. He was the headmaster of a famous boys' school, and he was working hardest of all the three. His pruning shears flashed in and out among the twigs and branches of a white birch and his hatchet played up and down in the sunlight with a perfect ecstasy of toil. In the course of our conversation he told me what profound satisfaction he had taken in clearing these ten acres of land. Most of them had been covered, when he took the place two years before, with the piled debris of a recent woodcutting. Severed tree-tops interlocked with one another lay everywhere, ugly stumps disfigured every vista, such growing trees as had been left could scarcely be seen over the piles of decaying branches. Well, he had come out here from his school forty miles away at every slightest opportunity, often when he could remain for no more than an hour, and he had worked here far harder than he had ever worked upon anything. The results I might judge for myself. I judged that he had worked for play, and so he had worked exceedingly well. He revealed the secret of it all by saying that he did not feel that this labour of his had merely improved the land, rather, he had produced something that was not there before. He thought, in fact, that his work had been not very different from that of an artist.

Each of these three men was doing artistic work, and doing it in the artist's way and mood—for pleasure. The man at the barn, the

man at the stone wall, and the man in the thicket were engaged in reducing chaos to order and in putting a human stamp upon stubborn outward things. Each had his ample share of the joy that always comes of stern effort at self-expression. All three of them, therefore, were happy men.

As I went on my way, after my brief colloquy with the tree pruner—it was brief because he, like the other two, could spare me only a few minutes—I began to wonder whether we have not unnecessarily narrowed the range and number of the arts. Poetry, music, architecture, sculpture, dancing, painting—were these all the arts that might be thought of, so that one who has no gift for any of them must be shut out from artistic expression forever? Thinking of the three men behind me, I decided at once that this could not be so, for one of them was finding the artist's joy in making over an old barn, another was producing what the severest critic would be obliged to call a work of art out of rough field stones, and a third was producing beauty where there had been ugliness. And it seemed to me that no one whatever, for reasons of natural aptitude or lack of training, need be shut away from the artist's delight of shaping and making, of adding to the world's treasure of beautiful things.

The number of occupations that includes artistic elements is large, I thought, and the mere fact that many of them are connected with utility of some sort should no longer obscure this fact. Although it is probably true that the greatest of the arts are pure luxuries, having no usefulness beyond the pleasure and the pleasure they give, yet even in carpentry and stone laying and ground clearing there may be an aesthetic element, because in these also one may express the free, uncalculating love of beauty for its own sake.

How, far, I asked myself, could this extension of the artistic effort be carried? Well, certainly it must include gardening, for one thing, and this even on a small scale. For many centuries we have admitted that the planning and management of great private or public parks is artistic, but few have realized that the laying out of a plot of flowers—matching the colours for harmonies and contrasts and collaborating with the seasons—is equally so. And, quite as certainly, embroidery belongs among the humbler arts, together with fine sewing, weaving, and the designing of garments. (No less a person than Michael Angelo, I recalled, invented the amazingly gaudy costume of the Papal Guard in the Vatican.)

Woodcarving, modelling in clay and ironworking are already recognized among the arts, but cookery—though it once stood rather high—now holds a place unwarrantably low. In personal decoration, whether of the sort practiced by savages or such as may be found in the highest civilizations of the ancient or modern worlds, I considered that there was certainly some stirring of the aesthetic sense. The designing of furniture, matching of colours for interior decoration, arranging of flowers, even the hanging of pictures, demand and exercise faculties that are just as certainly artistic as those we wonder at in Titian or Mozart, though they are exerted on a much lower plane.

But the art that is most accessible to us all, I concluded, is that of precise, fluent and beautiful speech. This art requires no special materials, no special place or time, for its practice—and in-

(Continued on Page 7.)

WHO WAS—?

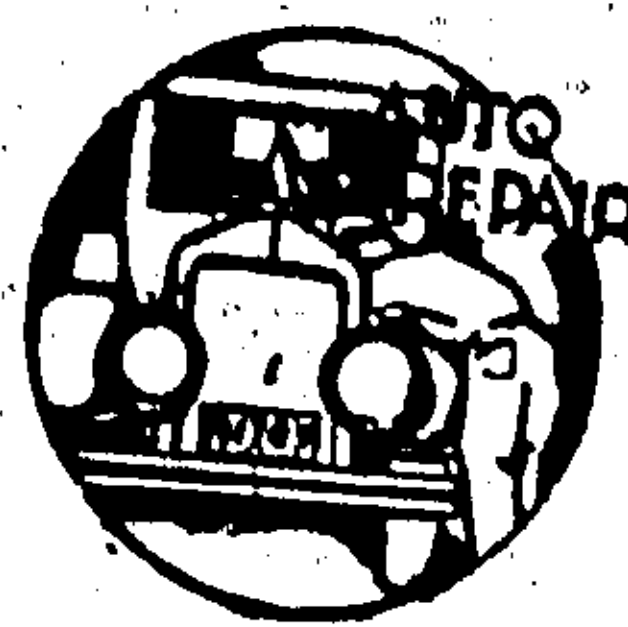
SIR GALAHAD.

Sir Galahad was one of King Arthur's Knights of the Round Table—the goodliest company of gentle knights whereof the world holds record.

All these splendid knights consecrated their lives to the search for the Holy Grail, the vessel used at the Last Supper, the gleam of which would ever and anon reveal itself to them as they rode upon their quest.

Some of the knights fell dead upon the wayside, others gave up the search in despair, and to Sir Galahad alone, the purest and noblest of them all, was it vouchsafed to follow the gleam until he came into the full splendour of the Grail in the golden city beyond the marshlands, the City of Light.

Not long ago a famous statesman said of his party that they followed the Gleam. This meant that, like Sir Galahad, they had a shining ideal ever before their eyes, and would never rest content until they had achieved the quest upon which they had started.



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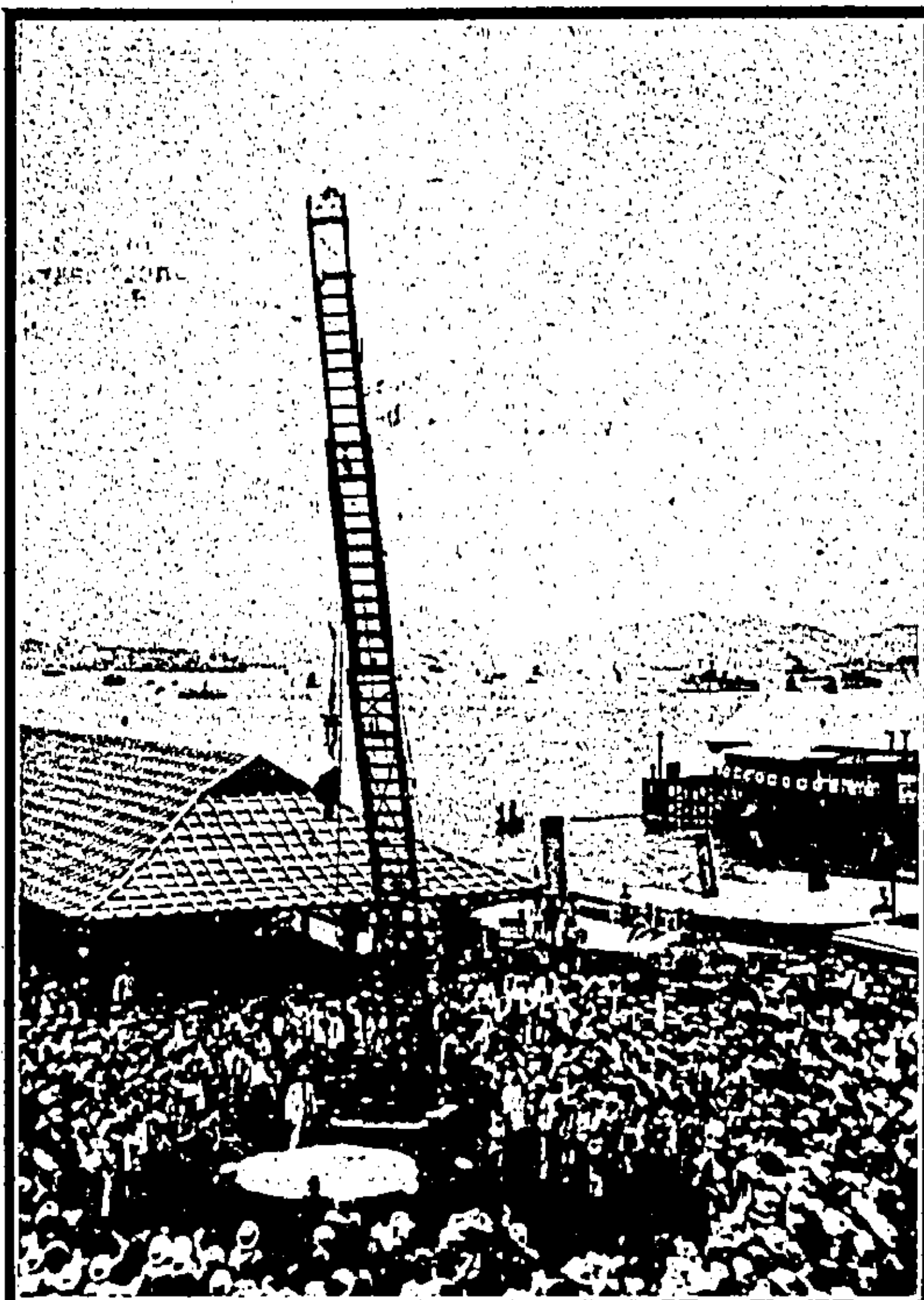
Pictorial Supplement

July 19th, 1930.

STUDEBAKER

"THE OUTSTANDING VALUE
IN MOTORDOM"

HONGKONG HOTEL GARAGE.



This picture gives a good impression of the crowd which gathered at Blake Pier last week to see Nicola, the magician, extricate himself from a straight-jacket whilst in the air.



The tower of the Hongkong University building has recently been embellished by the provision of a clock, as is seen in the above picture.



Mickey and Minnie Mouse delight children of to-day by appearing as the subject of numerous pieces of nursery ware produced by the Paragon China Company, experts in the production of British pottery. The colours are bright and the subjects interesting and inimitably amusing.



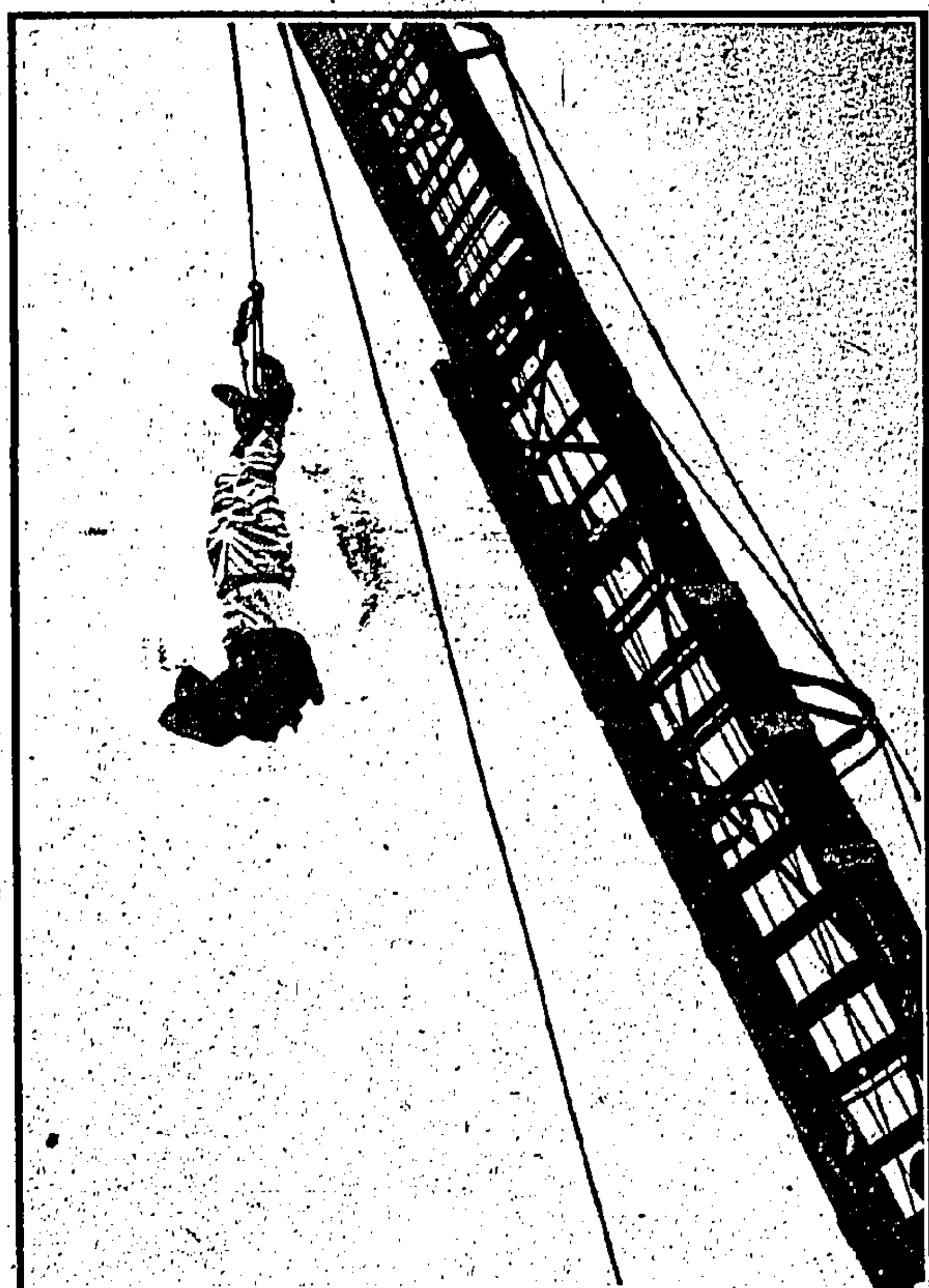
Nicola is here shown about to land in the Fire Brigade jumping-sheet after having successfully extricated himself from the straight-jacket in which he was hoisted into the air. (Photo: Mee Cheung).



The Rev. J. H. Johnston, who is giving up the pastorate of Union Church, Kowloon, next summer.



The United Services Recreation Club met and defeated the Chinese Recreation Club in a mixed doubles match on the C.R.C. courts on Wednesday of last week. The above photograph shows the players who participated in the contest. (Photo: Mee Cheung).



Nicola is here seen head downwards, wriggling out of the straight-jacket in which he was securely fastened before being hoisted to the top of the ladder. (Photo: Mee Cheung).



This snapshot was taken during the 2nd Division lawn bowls match in which Craigengower lost to the Civil Service by 27 shots. (Photo: Mee Cheung).



A good action picture taken during the 1st Division Lawn Bowls League match between Craigengower and the Police, which the former won by a margin of 17 shots. (Photo: Mee Cheung).



This picture shows a seven-foot shark which was caught at Taipo on July 4th. As will be seen, his mouth is open, as he is suspended by a hook from the upper lip.



Playing at home on Saturday in the 1st Division of the Lawn Bowls League, Civil Service defeated Kowloon Bowling Green Club by 15 shots. The above snapshot shows the match in progress. (Photo: Mee Cheung).

Feed your Nerves & Forget them

WHEN your are "run-down" and "nervy" the reason is simply that your nerves need food. The wastage of nerve cells and tissue that is continually going on has not been made good by sufficient restorative material.

Make "Ovaltine" your daily beverage in place of tea, coffee, etc., for it is abundantly rich in the nourishment which rebuilds worn nerves and restores lost energies.

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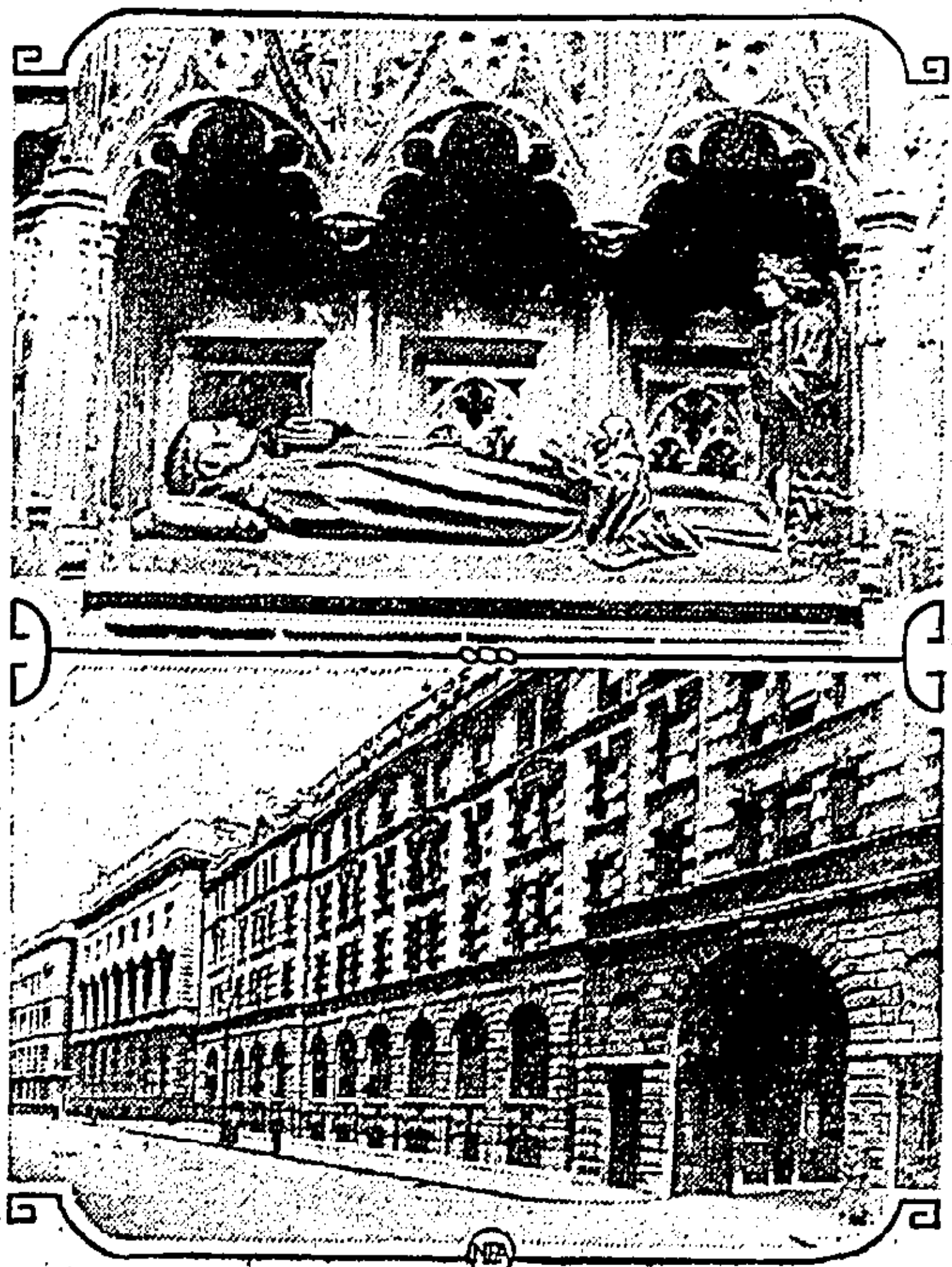
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(A.P.B. 30)

OLDEST HOSPITAL. "Barts" Makes Call for Help.



Above, the tomb of Rahere in St. Bartholomew's church; below, the modern wing of the famous hospital.

London, June 20.—"Bart's" is asking for help.

To most people abroad this means nothing at all. But scattered here and there in many countries there are skilled physicians and surgeons and trained nurses to whom it means a lot. They know that "Bart's" means the Royal Hospital of St. Bartholomew in London, and they look back to it affectionately as the place where they got their training.

For Bart's is both a very great hospital and a very great medical college. But it has more claim to fame than that. It is the oldest hospital in the world that is still a going concern. No other place of

its kind can compare with its over 800 years of continuous existence.

Dates Back to Henry I. In 1066 at Hastings there was fought a battle in which the Saxon English under Harold were overwhelmingly beaten by the Norman, William the Conqueror, who made himself king of England.

His son, Henry the First, succeeded him. By his wise rule, he consolidated the victory his father had won. He built roads. He erected fortresses at strategic points. He made England a model of order and justice. He and his Norman nobles brought from France their gay and elegant manners, their rich attire, their taste in art and learning.

At Henry's court there was a

young man named Rahere. Of all the court jesters, he was the most clever. He sang old ballads in the most charming way. King Henry delighted in him.

Then one day the king's son and heir to the throne was drowned in a shipwreck off the English coast. Rahere seemed to have taken the catastrophe to heart more than anybody else. He deserted the court, became a lay brother in the Priory of the Augustines, and started on a pilgrimage to Rome.

There he fell a victim to the plague. The sick man made a vow that if he recovered, he would return to London and build a hospital for the relief of the poor. He did recover. As soon as he got back to London, he got from the king a grant of land in what was then known as the Smithfield marshes.

This was in 1123. Aided by the common people, Rahere built his hospital and his church, the church of St. Bartholomew the Great. Parts of the original church still stand.

In 1133 the king granted Bart's its formal foundation charter, which has sometimes been called the Magna Charta of Health. From that time to this the doors of Bart's have practically never been closed, night or day.

Its history has in a way been intimately connected with the history of London and England. It is probable that some of the first patients were old Saxon and Norman soldiers suffering from lance and arrow wounds received many years before in the Battle of Hastings. The Black Death and the sweating sickness of the Middle Ages filled its wards with suffering humanity.

In the civil wars, when Cromwell was fighting King Charles the

NORMA TALMADGE. To Leave Films Within Year.



Yesterday's screen celebrities rapidly are becoming to-morrow's memories.

One by one these stars who glittered most brilliantly in the cinema heavens are fading from the celluloid picture. The most recent of these are Corinne Griffith and Colleen Moore. A few weeks ago it was announced that Colleen Moore was through with pictures. At about the same time Miss Griffith retired to private life.

And now Norma Talmadge is about through. She told this to a Press representative the other day while filming the closing scenes for "Du Barry," her latest film.

"I have two more pictures to make on my present contract and then I am going to quit," Norma declared. "I don't know yet what those pictures will be or just when I will make them. However, I probably will do one next fall and another one in the spring. And when I finish that second one, I will be through with cameras for the rest of my life."

"I have worked hard for a good many years and think I have earned the right to really enjoy life now. There are lots of things I always have wanted to do but couldn't because of my work. Now I'm going to do them. And I'm going to start by going to Europe this summer."

From the standpoint of the

number of years she has been before the flick movie cameras, Miss Talmadge is one of movie-dom's oldest stars. She started under D. W. Griffith on the old Vitagraph lot nearly 20 years ago and has ranked among our leading stars ever since.

"What have you done to maintain your position as a star for so many years?" the Pressman inquired while chatting with Norma in her portable dressing room on one of the huge United Artists' stages.

"To tell you the truth, I don't know," the actress replied. "I guess the variety of roles I have played has done more than anything else to keep me going. I always have thought that the public tired of seeing an actress portray the same type of character all of the time and have insisted on being permitted to play a variety of roles. In one picture I am lured from the straight and narrow, in the next picture I do the leading, and so on and on."

One has only to talk with Norma for five minutes to know that she is one of the genuine old-timers. There is none of the "high hat" air about her that is so apparent in many of our younger stars. She has been up among the leaders for so long that she takes her position for granted and can see no reason why she should put on airs because of it.

First, Cavaliers and Roundheads lay side by side in its cots. Victims of the Napoleonic wars came here for relief. London victims of Zeppelin raids and British soldiers from Flanders' fields came here during the World War.

Famous names, too, are associated with Bart's. Dick Whittington, that London Lord Mayor, celebrated in song and story, was one of its benefactors. John Mirfield, physician to the hospital, wrote in 1400 the first printed book on medicine. William Harvey, who discovered the circulation of blood in the human body, was a doctor here for over 30 years. William Ho-zarth, one of the greatest English painters, served as governor of Bart's and gave it two of his greatest paintings.

Treats Poor for Nothing.

Its wards are always open to the poor. The most famous physicians in London, including the doctors and surgeons attendant upon King George and the Prince of Wales, give of their time and services to this charity. It is estimated that over 10,000,000 people have been treated there in the eight centuries of its existence. Up to a few years ago the newest buildings in the great group were over 200 years old. Bart's has just completed a surgical block for the poor, which is the very last word in medical science.

At present Bart's is making the second national and international appeal for financial support in its entire long history. It is trying to raise one million sterling, most of which is to be spent for the following: a children's ward; a maternity hospital; a nurses' home; a new medical college and dormitories for medical students; and, finally, buildings and endowments for medical research.

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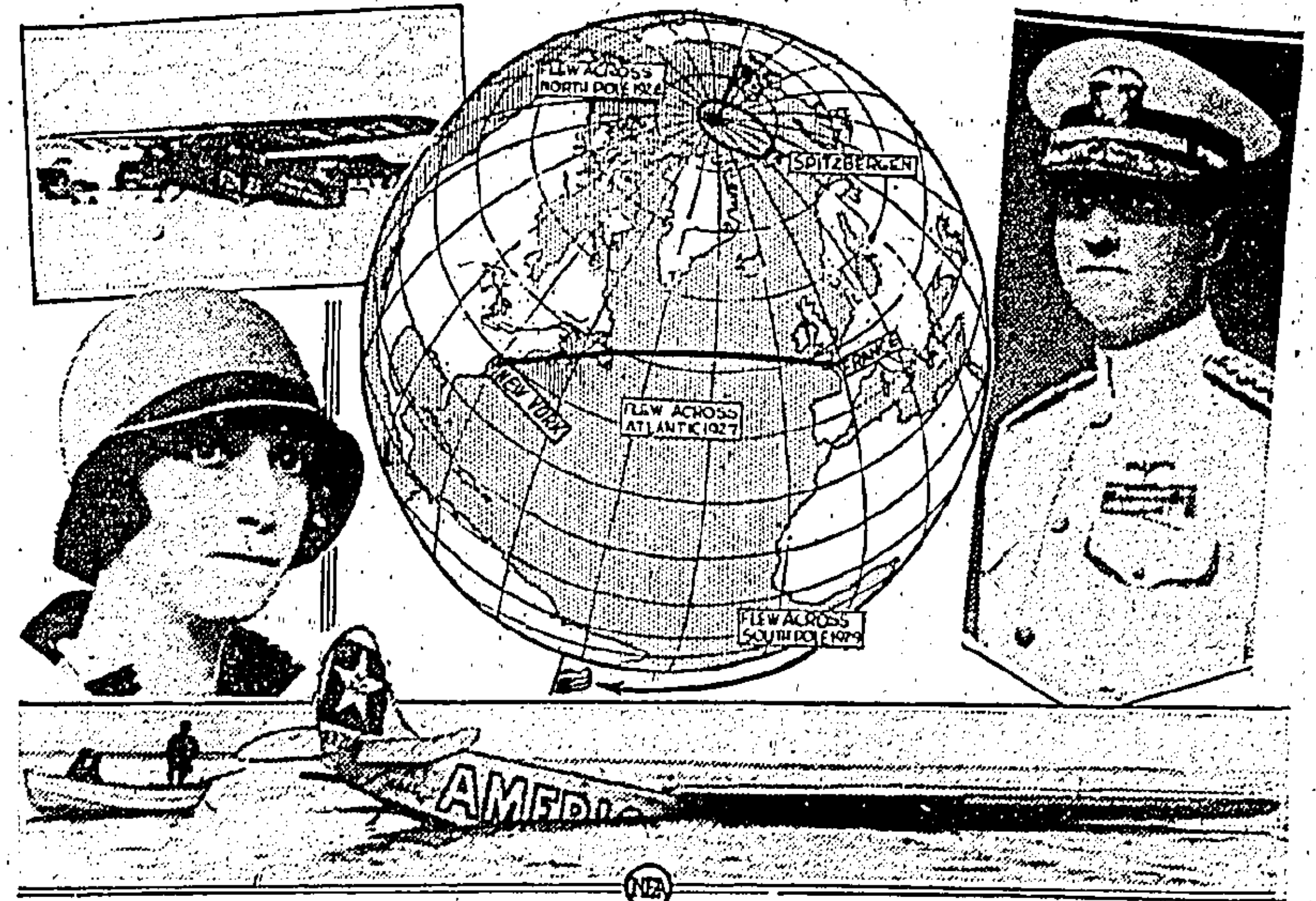
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BYRD'S EXPLOITS RECALLED. VERY LITTLE LEFT TO BE EXPLORED.



The world is a pretty small place, after all, for Rear Admiral Richard E. Byrd, right, whose three greatest exploits are shown on the above map—his aeroplane flights to the North and South Poles and across the Atlantic. Above is the plane in which he flew across the North Pole, starting from Spitzbergen, while below is his trans-Atlantic plane as it landed in the surf on the coast of France. Left is Mrs. Byrd.

New York, June 19. When Rear Admiral Richard E. Byrd stepped down the gangplank here to-day he came in for a whole lot of cheers, ticker tape and all-around fame, but he also stepped into the unusual position of a grade-A explorer who hasn't much of anything left to explore.

The biggest stunts available he has tackled and accomplished. Like Alexander, he has no worlds left to conquer.

He has flown over the North Pole, being the first man to do that with an aeroplane. He has, likewise, flown over the South Pole, being the first man to do that. He has also flown across the Atlantic. He has served on warships, he has been given medals for such ordinarly heroic stunts as saving men from drowning, he has been the star of a nationally watched football game and he has been made a rear admiral for his exploits, and there doesn't seem to be a great deal left for him to do.

When Byrd was 14 years old he wrote in his diary that he was going to explore the North Pole when he grew up. That was in 1903, at about the time when the Wright brothers were making the world's first aeroplane flight.

He went to the famous Virginia Military Institute and the University of Virginia for his education, and at the university injured his foot while playing football. In 1908 he entered the naval academy at Annapolis, where he became a football star; and in 1911 he played

quarterback on a navy team that beat the army. In this game Byrd injured his foot again—an injury that nearly kept him out of the navy.

Graduating as an ensign in 1912, Byrd spent three years with the fleet and one year on the presidential yacht, Mayflower; then, in 1916, he was promoted to lieutenant, junior grade, and retired by the medical board of the navy because of his injured foot. Undaunted, he went to Rhode Island to organize the state naval militia, of which he became commander; and in 1917, when the country entered the war, he entered the naval aviation school at Pensacola, Fla.

During the war Byrd got the idea of a trans-Atlantic flight by navy seaplanes, and broached it to his superiors. The idea was accepted, and in 1919 he flew up the northeast Atlantic coast testing the navigation instruments for the NC boats that were to make the trip. To his disappointment, he was not allowed to go himself, but when the NC-4 became the first aeroplane to fly across the Atlantic, Byrd was commended by the secretary of the navy for helping to make the flight a success.

Later in that year Byrd was detailed as navigator for the non-rigid navy dirigible, C-5, which was to make a trans-Atlantic flight. The ship was wrecked by a storm, while awaiting the trip, however, and again Byrd missed his chance.

In 1921 he was sent to England to help bring back the dirigible ZR-2, just bought by the U.S. go-

vernment. This airship was wrecked in a test flight and Byrd—who was praised by the British air ministry for bravery in rescue work—again had missed his chance.

In 1924 the jinx hit him again. He was assigned to the dirigible Shenandoah for a flight from Alaska over the North Pole to Spitzbergen; but the Shenandoah was wrecked before the flight could be undertaken. Also in 1924 Roald Amundsen asked the navy to give him a pilot for a North Pole flight he was contemplating. The navy recommended Byrd—but he was rejected because he was married, Amundsen wanting only single men.

Finally, in 1925, the navy approved Byrd's plan for an Arctic flight. Byrd thereupon went north with the National Geographic Society's expedition, flying more than 5,000 miles over Arctic territory. In the following year he realized his boyhood ambition by flying over the North Pole, with Floyd Bennett, accomplishing the 1,800-mile hop in 15½ hours.

The next year came his famous flight from New York to France—a flight that nearly met disaster because of violent storms, and that finally ended when the plane landed in the surf along the French coast. In this flight Byrd and his three companions flew 4,200 miles in 42 hours.

Then came the Antarctic expedition, which reached its climax last November when Byrd became the first man to fly over the South Pole.

A Warm Weather Wardrobe

Keeping cool with clothes is a woman's chief charm as the thermometers rise in protest against the heat

Posed by Mary Lewis,
Opera and Talkie Star

Costumes by Henri Bendel
Shoes by Delman

YOUR summer wardrobe has a lot to do with keeping up your morale in the torrid days—for two reasons.

In the first place, you really want to be cool. In the second, if you are the socially-minded, unselfish person you should be, you will want to give the impression of poise. For nothing in the world is more pleasing in the summer than the girl who has the appearance of being cool and aloof on a sweltering day.

When you pick your clothes, therefore, have an eye to their cool look. Certain prints have that ineffable quality of suggesting country gardens, days on a yacht, long, cooling drinks and other welcome things, despite the heat of July.

THE materials of your dresses will make a big difference. Go in for lightweight silks, chiffons, cottons and linens. And by all means have as many dresses as you can sleeveless and collarless, with extra coats to slip on for street wear or travel, which can be removed when you reach your destination.

Looking cool in summer depends on a rather carefully-selected wardrobe. If you are a meticulous person, you can keep your things pressed well. But if you aren't, do have enough so you will always have an immaculate costume hanging in your wardrobe begging you to don it and cool off!

Since most of the smart women of the nation now work—at a vocation or an avocation—wearable workable cool clothes are the thing at which you should aim.

I. FOR that lady-frock for hot afternoons, have a printed chiffon, by all means. You can have it any color you want. But do not overlook the psychological effect of coolness that a symphony of greens can create.

One of the sweetest of cooling afternoon frocks is a leafy print of about six greens against white. It has a wide, square neck and short sleeves that are exceptionally chic and lady-like by reason of their flowing panels that swing from just above the elbow.

The frock has no bulkiness to its cut. Rather it fits superbly to the figure, with its fullness coming from an unusual part circular, part straight skirt. It has a little sash that ties on a bow on one side. Green brocaded pumps in the gown's colors are worn with it and a picture hat of natural leghorn with an under-the-brim trim of striped ribbon in greens. You could go far and look hard to see such a *creme de menthe* creation as this.

II. WHEN evening comes and you don your charming chiffon frocks whether you wear black, which is always smart, or whether you select some pastel tone, a Patou pink wrap is an excellent bet.

Have it a taffeta, if you would be smart. And have it a moire, if extra ambitious. And of course have it short. I doubt if any single item in this summer's wardrobe is more youthfully flattering and becoming than the cute little short evening wraps. This one that I have selected is a wrap, rather than a jacket. You wear jackets from morning until night. Why not be a little less inde-

by Julia

pendent and wear a wrap at night that folds your arms in, in a manner of leisure hours, and demands that your escort have some consideration about guiding your steps as you enter your car or the country club door?

This one has an enormous bow of its taffeta on one shoulder which extends around to fashion a flat finish on the other side of the collarless neck.

III. FOR utilitarian, every-day coolness, I suggest a little polka dotted outfit, with either a navy blue or black background, with white dots. Such a one is made of Pussywillow with black trimming that does not need cleaning every hour or so. It has an unusual cut, a pleated skirt that makes its fullness so low as to simulate a flounce, a wide belt of black, with a decorative little bowknot tie of the polka dots instead of a buckle. It has a collarless neck, for coolness sake, and a little jabot of the figured silk. The coat is very Frenchy in cut, made with a sweet little yoke of black and the jacket swinging to easy fullness below it.

To enliven this most practical little outfit, you can have a black and white grosgrain ribbon beret and by all means wear pearls. A pair of the new Java lizard and black kid pumps makes a footnote of chic that is worthwhile.

IV. IF you really want to be the cynosure of envious eyes when you step into your office on a Monday morning when the temperature is 100 in the shade and most folks are hot and bothered because they had to come back from the country to work, have a little white outfit, keep it immaculately fresh and see the fine effect it has on your morale.

Such a little treasure is a white silk crepe suit, with the smartest little sleeveless blouse of Chinese red polka dotted in white, which has its scarf of the polka dots, too. You can have bright blues and white or perhaps medium green, if you prefer. But flaunting a bit of Chinese red with gleaming dead white is a daring bit of chic that will give many of you an extra pat on the ego.

This little suit has box pleats for its fullness and a nonchalant little cardigan with loose cuffs. Topping it is a natural Panama hat, banded with a simple grosgrain ribbon, a hat practically everyone can wear with charming ease and satisfaction. For sheer foot comfort, a pair of the latest open-oxfords is a wise choice. This pair is in white suede, with slight trim of red, blue, brown or any other color that your blouse takes.

V. SUMMER should increase your lounging hours. You know very well you feel an impulse to rest more often in summer than in winter. Humor that impulse. Help it along by having some suitable togs to lounge in.

You will want a variety. But you should look twice at a cool, dark green and beige confection, with wide, comfortable satin trousers, a sleeveless, tailored blouse to tuck-in, and a comfortable, easy coat of figured chiffon, with simple satin trim. The mules are green doeksin, with gold trim.

This has a commendable elegance about it. And this is an age when you can't lose by any such attribute. It is in the fashion.



IV. gleaming white silk crepe makes this summer suit which flaunts a blouse and scarf of Chinese red, polka dotted in white . . . open white suede oxfords with a red trim are worn with it.



V. for cool elegance this lounging creation uses green satin trousers, a tailored blouse, and figured chiffon coat.



II. opaline pink moire is the choice of this exceptionally flattering short evening wrap, adorned with a big bow which adds to its femininity.

I. sheer chiffon in six shades of green make this afternoon dress, worn with green brocaded pumps.

III. polka dots prove their chic in this frock suit with its black trimming and unusual cut.

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Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

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FRESH HERRINGS
FINNAN HADDOCK

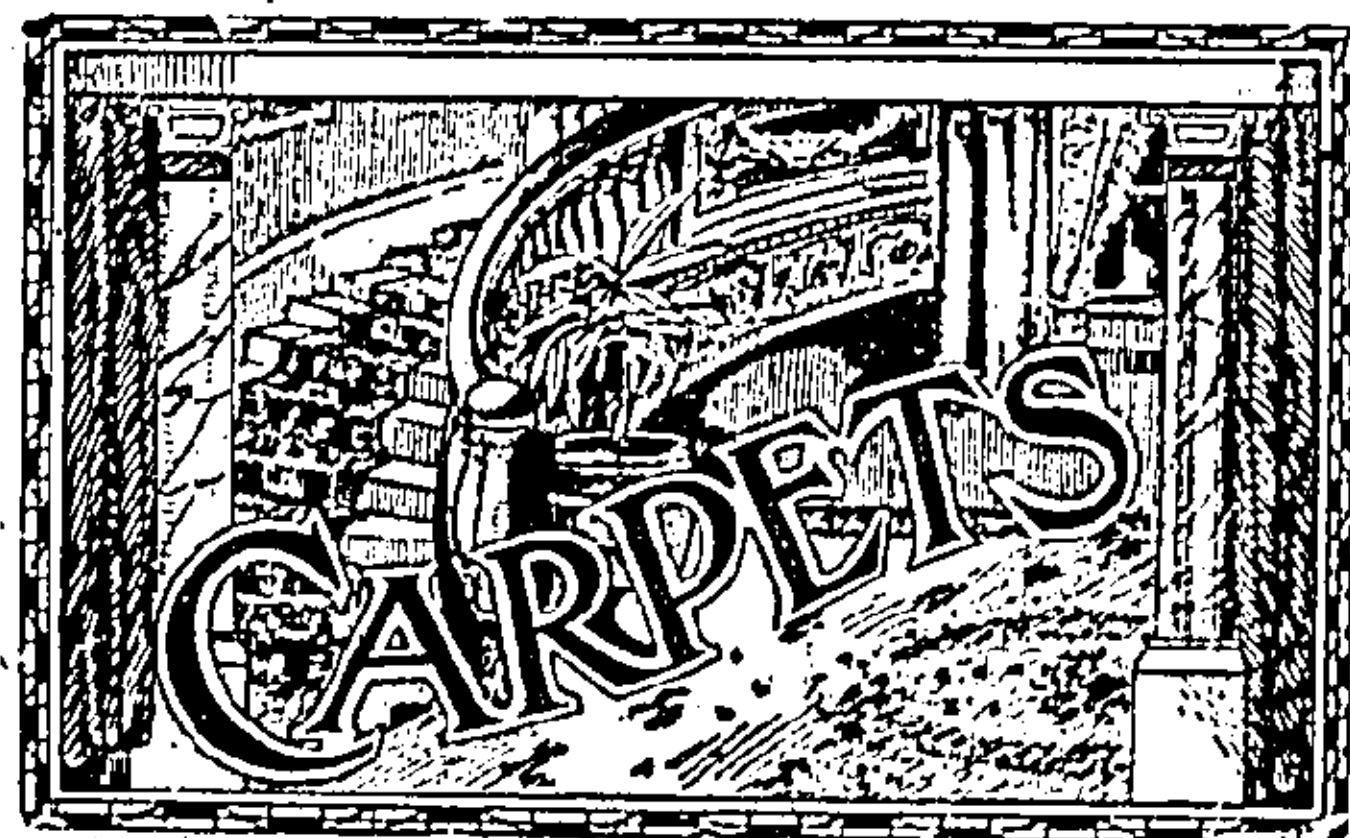
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(Junior Pass).



Hung Hing-lo
(Junior Honours).



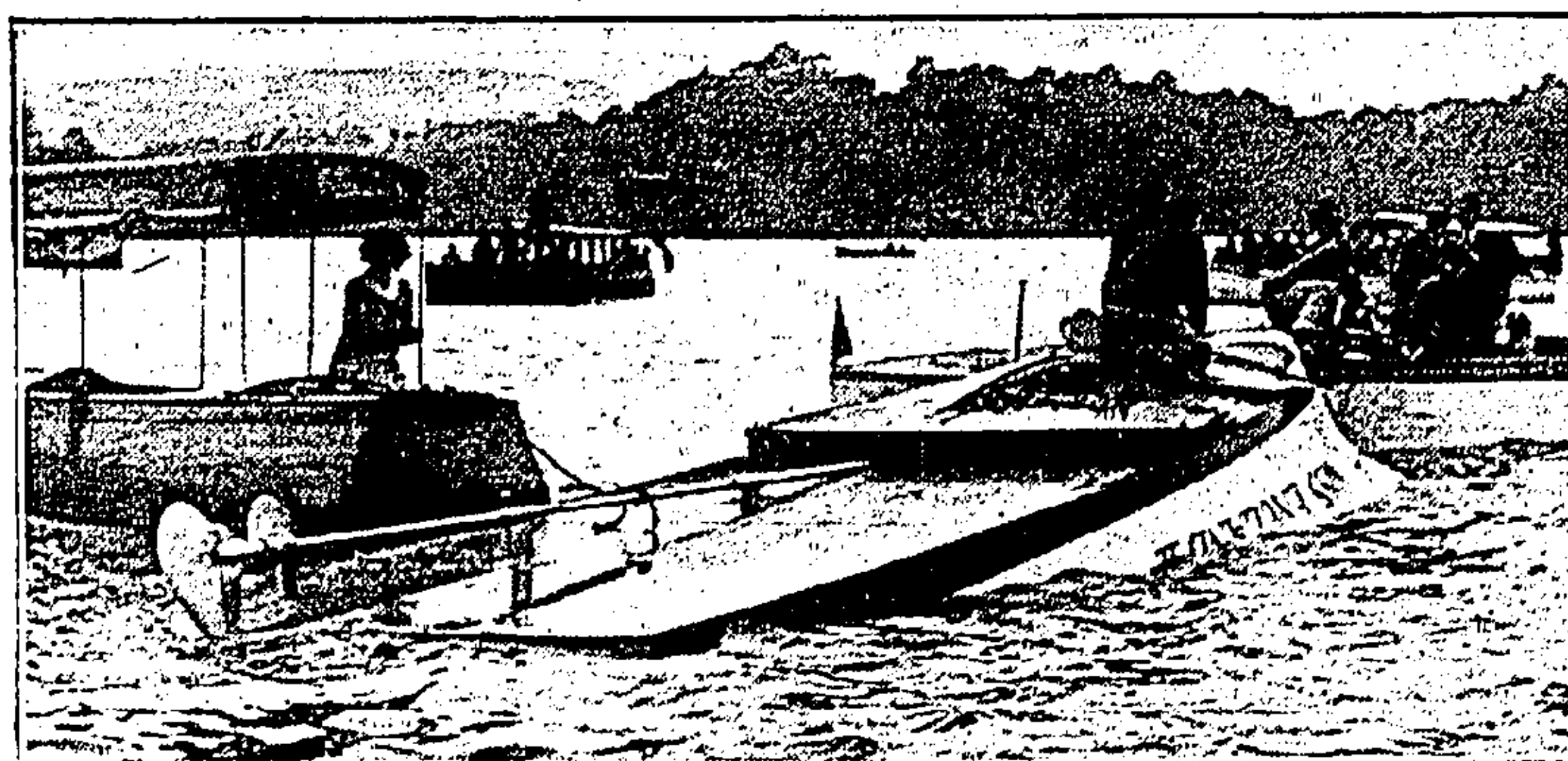
Chung Yue-lai
(Preparatory Honours).



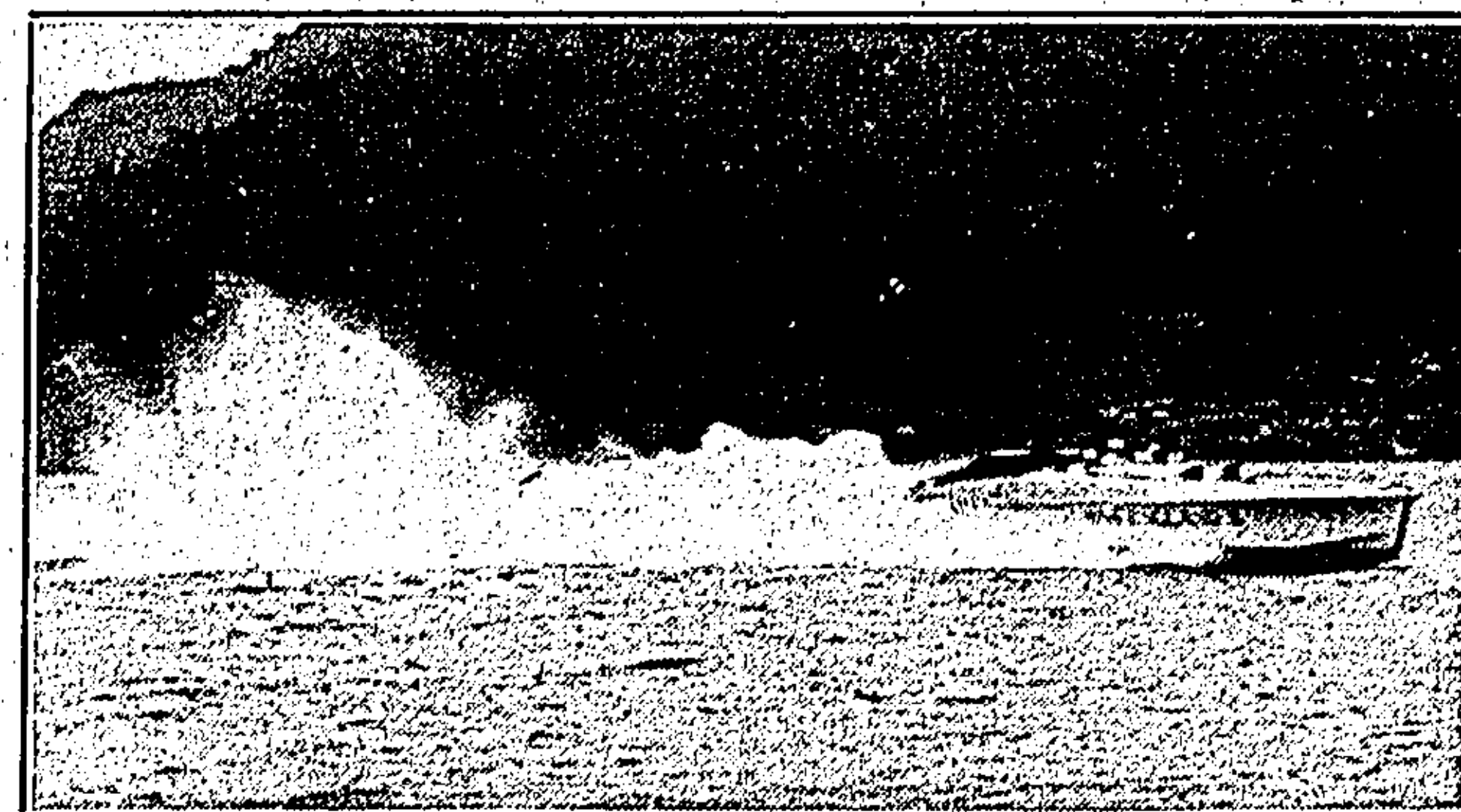
Clothilde Andrade
(First Steps Pass).



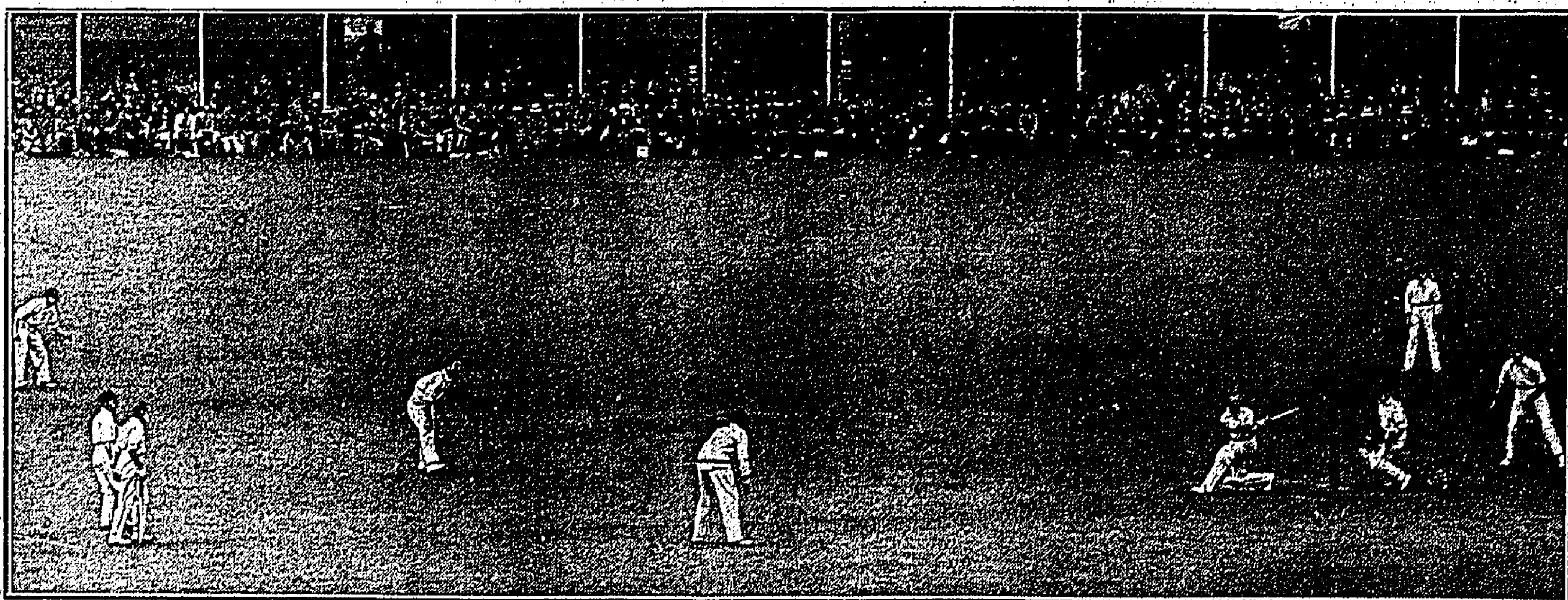
Dora Ellis
(Junior Pass).



Above is seen "Miss England II" after the boat had capsized, with fatal results for Sir Henry Segrave and Mr. A. V. Halliwell, his mechanic. The damaged bottom of the overturned boat will be noticed, with the propellers intact. (Times copyright).



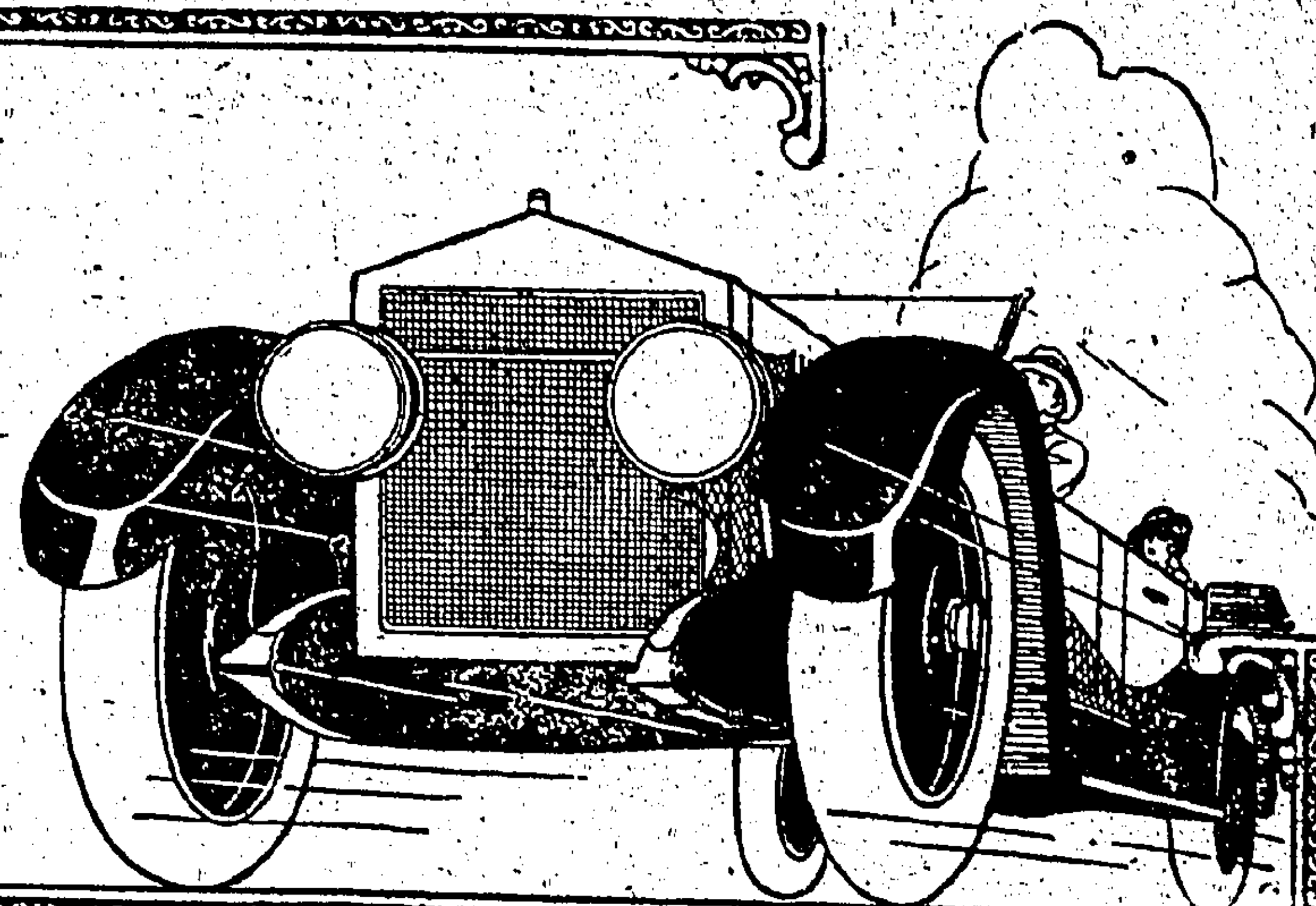
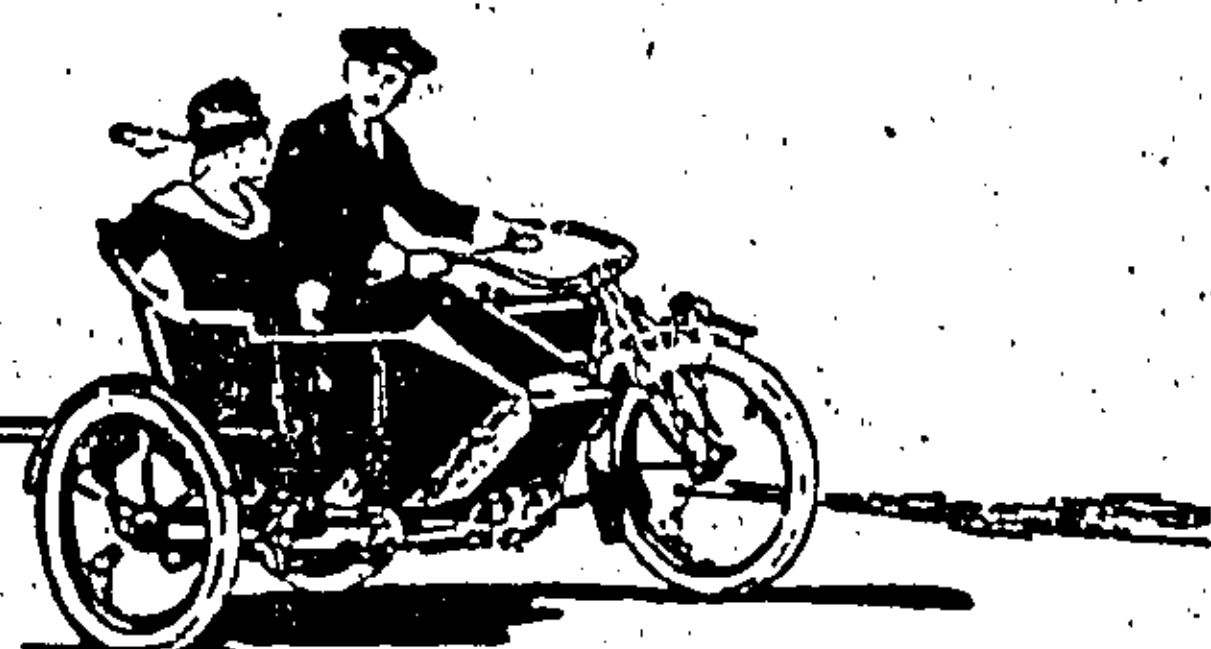
This photograph was taken whilst the late Sir Henry Segrave was making his fatal attempt of the world's speed record aboard "Miss England II" on Lake Windermere. About fifty yards further on, the boat capsized, with tragic results. (Times copyright).



J. B. Hobbs, the Surrey batsman, is here shown hitting a boundary off Grimmett in the first Test match between England and Australia at Nottingham. Sutcliffe, the other batsman, is seen on the left. England won the match by 93 runs. (Times copyright).

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 19th JULY, 1930.
Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG MOTOR ACCESSORY COMPANY

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in all kinds of
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suitable for all motorcars, cycles
and trailers.
ALL AT ATTRACTIVE PRICES
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CURRENT COMMENT

Dangerous Corner.

A reader writes to express the hope that steps will be taken to preserve the sighting facilities at the hair-pin bend at the junction of Stubbs Road and Bowen Road. He points out that the dangers of motoring round this corner have been minimised by the fact that the piece of land on which the sentry-box is stationed has been kept relatively free of trees and shrubs, but says that the few trees there are now growing to such an extent that they will in course of time, unless something is done, make it impossible for motorists to spot cars coming round the corner. The suggestion is put forward that the area referred to should be cleared of all growth before the trees get to such a height as to obstruct the motorist's vision. We pass on the hint in the hope that due notice will be taken of it in the appropriate quarter.

Instruction Classes.

Another reader, writing in regard to the utilisation of some of the Automobile Association's spare funds for the benefit of members, thinks a useful purpose would be served if the Association arranged for a local expert to give a series of instruction classes to owner-drivers. These, he suggests, could be arranged for the winter evenings, say, from 5.30 to 7 p.m. The idea is that instruction be given in the principles of the internal combustion engine and on how to deal with such faults as do not require expert attention. Opportunities would also be given for motorists to raise practical difficulties which they may have encountered, a discussion of which would be helpful to everyone attending the classes. There are quite a number of motor experts in Hongkong whose services could be secured for the giving of such instruction, and, of course, the instructor would be paid by the Association. It is really surprising how few owner-drivers know much of the technical side of motoring and are, in consequence, often in a quandary when anything goes amiss whilst they are on the road. Classes of the type suggested would remedy this, would enable owners to take more care of their cars, and would also help in many other directions. To test whether there is any demand for instruction of this type, the Association might well circulate members on the question, and, if the response is satisfactory, arrange for classes in the coming cool season.

New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:—

- B. E. Sugars.
- C. J. Waddell.
- D. S. Edward.
- A. A. Rumjahn.
- J. Forbes.
- D. M. Richards.
- Hoo Fook Ping.
- A. E. Silkestone.
- T. R. Macdonald.
- Lt. Col. M. H. Logan, O.B.E., M.C.
- A. T. Hamilton.
- D. R. Kinloch.
- R. E. Atwell.
- J. T. Smalley.
- S. D. Iggleaden.
- Ho Wing.
- H. G. Leung.

CLEANLINESS.

Keeps the Car Running Well.

A FEW HINTS.

The little matter of cleanliness has a great deal to do with the proper running of the automobile.

There's the matter of a clean engine. To the lay driver, a matter of oil covering the engine doesn't seem to retard its activity in any way. For that matter, it doesn't.

But oil under the hood, except where it is supposed to be, means a dangerous dust gatherer to the auto mechanic—dangerous in that it might find its way through the slits and other openings to the inside of the engine.

And there the trouble begins.

Furthermore, oil is harmful to such parts as the hose connections in the cooling system. It rots the hose and produces a leak in the cooling apparatus.

In hot weather we can't afford that.

To prevent this, of course, keep the entire engine clean. But rotting of the hose with oil can further be prevented by applying a coat of shellac and then a layer of tape and shellac on the hose connections.

Gasoline, applied with a brush or cloth, will clean accumulations of oil from the engine. Kerosene, also, may be used.

An air and gasoline spray can be obtained to force the accumulated oil and dust from the inaccessible places.

At the same time, various joints about the car may be cleaned with gasoline, but care here must be taken not to remove the grease from the effective parts.

For instance, the hood hinges get filled with the oil sprayed from the engine, and that seeps out to the top of the hood. Here the oil may be cleaned from the top, but left within the hinges to prevent squeaking of this part whenever the hood is lifted.

The same is true of the door hinges. After a long drive, a layer of dusty oil may be noted covering the hinges that jut out from the body. This can't just be wiped off. Gasoline must be used. But this must be done with care, so that the hinges may remain greased.

After a long run, especially over dusty roads, the engine and other parts of the car may be coated with oil-soaked dust. This can't be washed off with water. Gasoline is the washing fluid to use.

By keeping the engine, hinges and other parts of the car clean, the motorist not only has a presentable automobile, but is preventing deterioration, especially in the moving engine parts.

The fine dust accumulated from the road somehow finds its way into the crankcase and up into the cylinders, scoring the walls, causing oil to get past the pistons more easily and hastening the death of the car.

THEY'RE ALWAYS RED.

It is estimated that about 50,000 traffic lights control automobiles throughout the United States.

PREFERENCE FOR EIGHT CYLINDERS.

Marmon Factory Continues to Produce

Straight Eight Type Only.

Just as the four cylinder automobile made way years ago for the six in all but the lowest price field, so is the eight-to-day rapidly developing leadership in medium to high price fields alike, and this progress of eight cylinder automobiles is soundly based upon mechanical superiority that is recognized by experts with a knowledge of the engineering facts, as well as by a layman who is not slow to appreciate the finer performance and the greater all round comfort provided by the more perfect machine.

Perhaps the most significant evidence of this development lies in the fact that over 70% of all American automobile manufacturers are now producing eight cylinder cars, 1928 saw the United States with but eighteen eight cylinder chassis models while there were sixty-six American chassis models of other types. This year no less than fifty-seven American chassis models are of eight cylinders while all other American chassis models total only forty-six.

The Marmon Motor Car Company took the most definite step in this direction, of all manufacturers, over four years ago when it reorganized its factory to devote its entire facilities exclusively to the manufacture of automobiles of

eight cylinders in line. Since then this company has produced that type only and to-day offers a range of these models in no less than four distinct price fields. Their 1930 products are the Marmon Model E, Marmon 869, Marmon 879 and Marmon Big Eight.

The Marmon Motor Car Company has derived two great benefits from its long experience with the straight eight. Not only has this company been able to increase its knowledge of the straight eight from a technical standpoint, but they also have had ample opportunity to study Marmon cars in the hands of owners under actual operating conditions.

The results of this owner experience have served as an important basis for engineering departments. In this way they devoted intensive effort to the development and perfection of Marmon straight eights along practical as well as theoretical lines with the knowledge that the successful conclusion of their efforts would meet widespread acceptance on the part of motor car buyers everywhere. From this it will be seen that the great increase in the number of Marmon owners throughout the world is far from being an anticipated result.

GASOLINE FUMES.

Danger from Inhaling.

The danger that lies in a gallon of gasoline does not only manifest itself in the form of the deadly carbon monoxide gas that escapes from the exhaust. It appears also in the fumes that hover over the liquid while it is being poured into the gasoline tank and while it is being used for other purposes than motoring.

It is during its use for these other purposes that the real danger appears—primarily in its use for cleaning.

Recently a boy accidentally inhaled the fumes from gasoline while he was trying to clean out the gas line—and contracted a severe case of pneumonia. The fumes travelled into his lungs and

were quickly absorbed by the delicate tissue. The pneumonia that followed absorption of the gas could not be detected as such because it did not appear as a typical case of pneumonia. The result was that this case was far advanced before physicians finally realised what it was.

The danger of inhaling gasoline fumes to this extent is, to be sure, quite removed while ordinary care is taken with the liquid. But it should always be kept in mind, especially so while this highly volatile fluid is being used. Not only gasoline, but benzine and even the more volatile and dangerous naphtha, should be handled with extreme care.

For safety's sake these fluids should be used only in the open air, where the fumes will have a better chance to escape. If handled inside, it should be done in a well ventilated room.

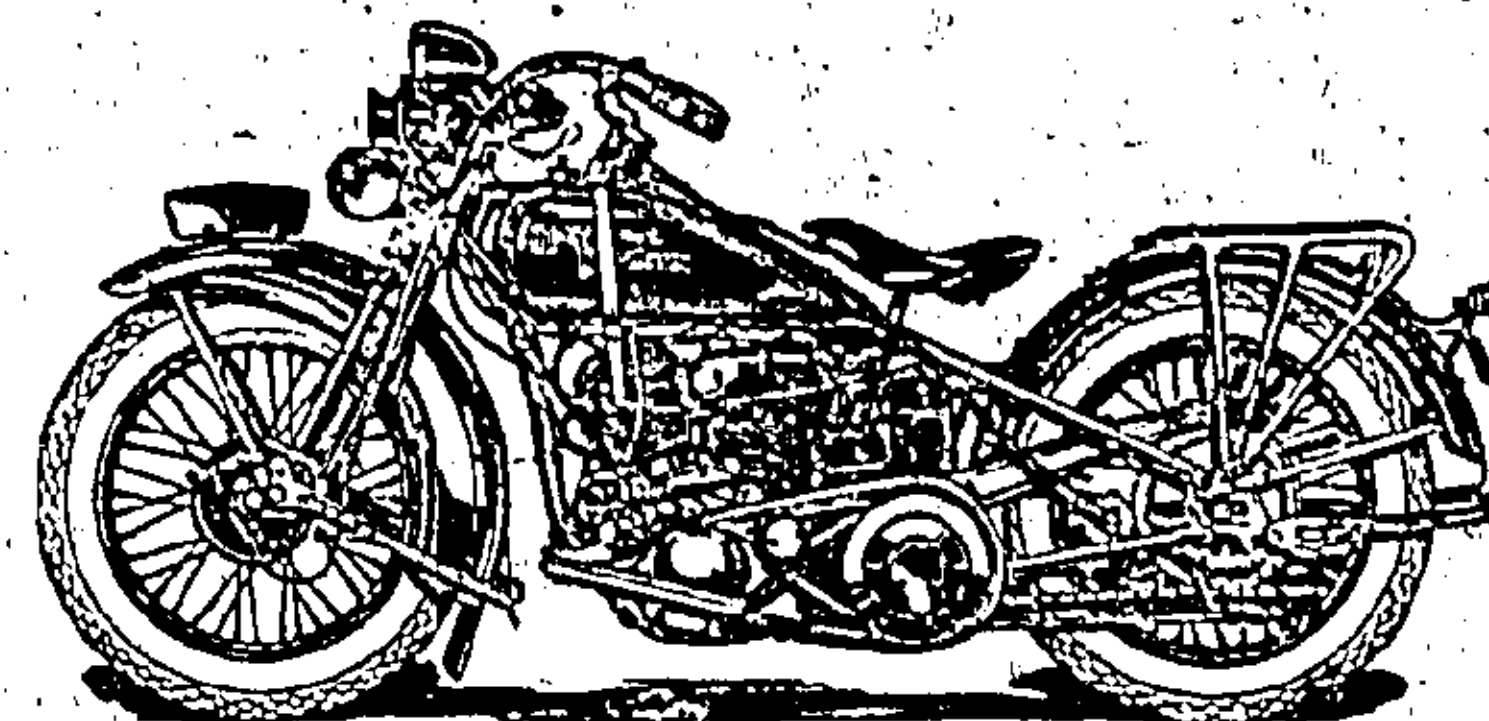
DID THE SALESMAN SEE RED?

OH YES—A STRAIGHT EIGHT—NINETY MILES AN HOUR—RICH UPHOLSTERY, EVERY ACCESSORY KNOWN—TWO EXTRA TIRES—AND THE CLASSIEST CAR ON THE MARKET—MAY I TAKE YOUR ORDER?

NO-O-O!—I DON'T BELIEVE SO—IT'S RED, AN' JUST SIMPLY WOULDN'T GO WITH MY NEW PURPLE ENSEMBLE!



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Hire-purchase Plan.

IDEAL MOTOR CAR Co.

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New Reclamation.
Tel. 23714.

LOCAL AGENTS.

COLOUR CURIOSITIES.

Green cannot be used in colour schemes of automobiles in Persia and Arabia, and dark red or maroon is restricted in Japan to the use of members of the Imperial family.

1930 GAS TAX.

It is estimated by the American Petroleum Institute that gasoline tax collections for 1930 will total more than \$500,000,000. This is nearly \$100,000,000 increase over the 1929 figure.

SERVICE

—REAL SERVICE!

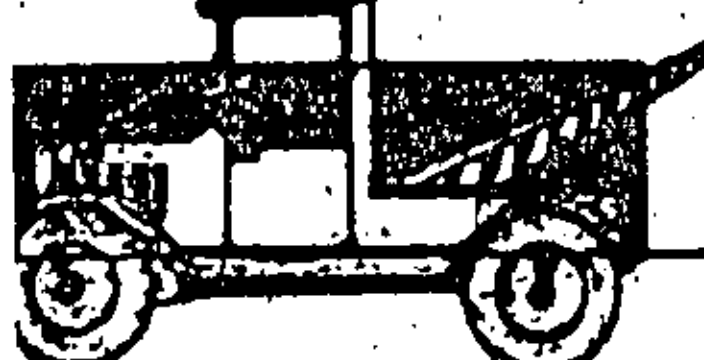
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NO JOB TOO SMALL
NO PROBLEM TOO INTRICATE.

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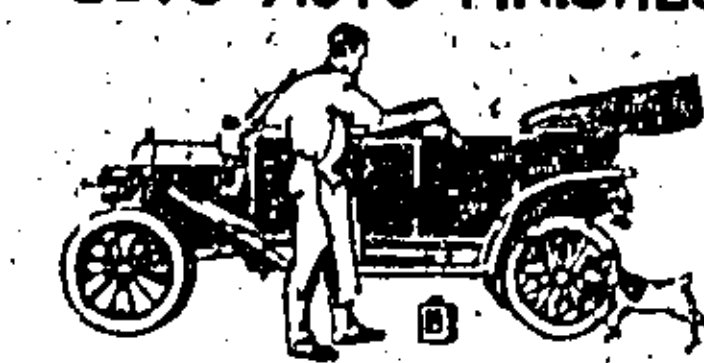
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BETTER DAYS FOR AVIATION.

Safe and Dependable Aeroplanes.

(Concluded)

[By Edward S. Evans.]

The prospective investor will do well to limit his investments in aviation enterprises to those companies which have a long record of achievement behind them, or holding companies controlling a well rounded group of organizations the permanency of which is assured by past accomplishments.

New Money.
The most significant factor of the industry for 1929 was the vast amount of new money that was poured into aviation, and the many mergers which were consummated. In the last 18 months, some 60 formerly independent companies have been merged into "Big Four," composed of the Curtiss-Wright Corporation, the Aviation Corporation of America, the United Aircraft and Transport Company, and the Detroit Aircraft Corporation. Each of these companies controls a well rounded group of from 10 to 20 organizations specializing in various lines of manufacture and operation. There are still some 20 strong independent companies that have enough reputation and financial backing to meet the larger groups in any period of competition. In view of the stock market situation, it is not probable that there will be much further consolidation during the present year except possibly in the accessory or raw material fields.

The industry is now going through the third stage of its development. From the time of the Wright brothers' first flight until Colonel Lindbergh's flight in 1927, aviation was going through an engineering development. During this period, the basic aerodynamic problems were devoted to meeting problems of efficient production. The latter half of 1928 and 1929 saw nearly 600,000,000 dollars of new financing poured into various aviation enterprises, the merger of many companies, and the introduction of more highly efficient business management.

We now approach 1930, when the main emphasis will be laid on efficient merchandising and selling the public and the business man on the practical time and money-saving value of flying. Until the last six months, aeroplane sales took care of themselves, but now with more discriminating buyers and the ready market from commercial operators and transport lines well covered, the industry has had to branch out and seek new purchasers. Up to the last year, not more than five companies had developed anything like a wide distributing organization. Now every company is making efforts to establish dealers and distributors in all parts. Most of the companies are requiring that these distributors

make arrangements for servicing and storing planes, and some are requiring that they carry a stock of replacement parts.

Showrooms have already been established in some of the larger cities, and the next few years will probably see even cabin planes on permanent exhibition in the business sections of every large community.

Financing plans have recently been put into effect by the better established companies, and it is now as easy to finance the purchase of an aeroplane as it is to buy an automobile out of income instead of capital.

Every few months we see some statement predicting that in the future we will all have "flier" planes parked alongside our automobiles in our garages, that soon we will be flying directly to the roofs of our office buildings, and other startling developments. Such things may come in the next generation, but it is doubtful if the readers of this article will ever witness much change in design.

What of the Future?

It is a brave man indeed who is willing to make any predictions as to what the future holds in store for aviation, but there are some things that stand out as fairly certain. In spite of all the many new developments in the field of aeronautics, it is doubtful if we will see much basic change in aeroplane design in the next few years. Improvements and refinements, of course, will be made. These will increase the speed and carrying capacity, reduce the length of run required to land and take-off, give more comfort and even greater reliability. We will see many spectacular experiments in the next few years, but our present modern planes incorporate the features that make for safe, dependable operation. The engineering departments of several of the larger aeroplane manufacturing companies are working on radically different designs, but it will be many years before any of them will have gone through the engineering development necessary to bring them to the point of safe, practical application to air travel.

The present year will see the aviation industry settled on a definite stable business basis, with healthy increases in the value of products, and popular confidence in flying. Spectacular achievements will be less frequent, for there will be less need of them. The problem which is rapidly being solved will be to place dependable, economical aviation equipment at the convenient disposal of every individual and corporation in need of fast transportation.

RAIL MONOPOLY.

U.S.A.'s Troubles.

BUSES THREATENED.

In the provisions of a bill now being debated in the House of Representatives is contained the threat of a reduction of bus transportation to a minimum, with the nation's traffic reverting as a consequence almost entirely to the railroads. Should this threat become a reality the results to the bus manufacturing division of the automotive industry would be annihilating.

The measure is known as the Parker Bill, and was authored by Representative James M. Parker, of New York, chairman of the Interstate and Foreign Commerce Committee. The bill at present bids fair to pass both House and Senate, despite the development of considerable opposition in the House.

Sponsored by Railways.

Passage will signify the opening of the way to the railroads toward a dictatorial position as regards the future of intercity bus transportation. The bill is known to be sponsored by the railroad interests for this specific purpose.

The Parker Bill provides for the control of interstate motor-bus transportation by a Federal Commission, exactly as the railroads now are under Federal control. Licences will be granted by the Federal Commission to virtually all companies now operating, but thereafter licences will be granted only where the necessity is shown.

Currently, railways through their subsidiaries are important owners of interstate bus lines. These lines operate over almost all important intercity routes, including transcontinental lines. With the Federal Commission making it imperative for licence applicants to show actual traffic needs for new lines, those lines already in operation undoubtedly can prove that they can adequately supply all the service demanded by the public. It therefore will be wellnigh impossible for new applicants to obtain a licence. Such a situation would give the operating lines a virtual monopoly of bus transportation.

Monopoly in Sight.

Railways and their subsidiaries then can buy out competing companies, since most of the private operators will welcome an opportunity to sell out at a reasonable figure. This will further secure the railroads' monopoly. In com-

plete control, the railroads can and undoubtedly will show cause for increasing fares until the rates are almost equal to current railway levels. With the fares practically equalised, traffic for the most part then will revert to the railroads.

Railway fares average about 3 1/2 cents per mile, with the intercity bus fares averaging about two cents per mile. Should private competition again assert itself and endeavour to obtain licence and furnish adequate service, the railway-controlled operators will reply that they stand ready to furnish any necessary additions to service, but that

demand has declined to the point where increases are not warranted.

The railroads undoubtedly are in opposition to bus service where it competes with rail carriers, and will do all in their power to bring back transportation completely to their service.

Destroys Competition.

When the Parker Bill first came up for consideration there appeared little opposition to it. Many bus operators, not harassed by the obvious consequences, saw in it the opportunity to sell their lines profitably. That all rail-

(Continued on Page 4.)

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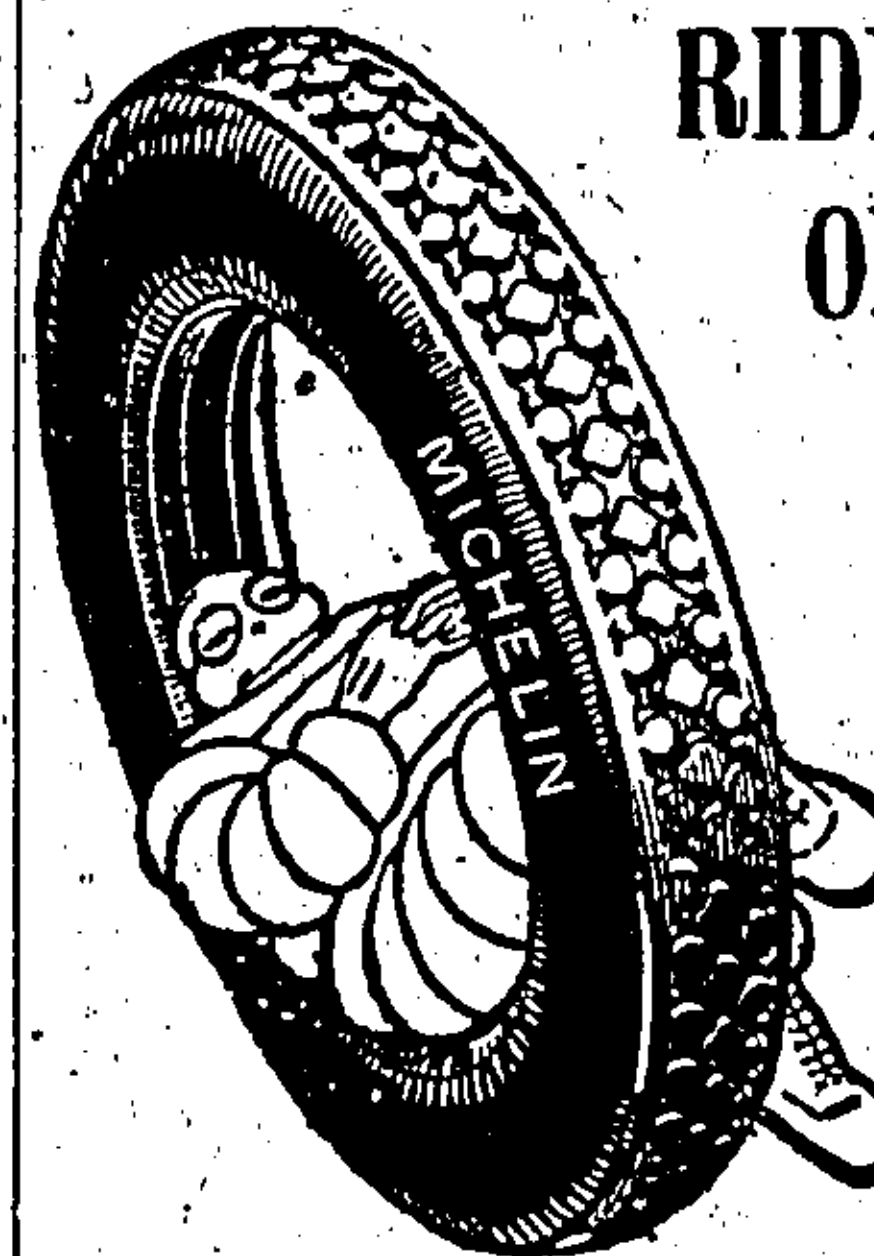
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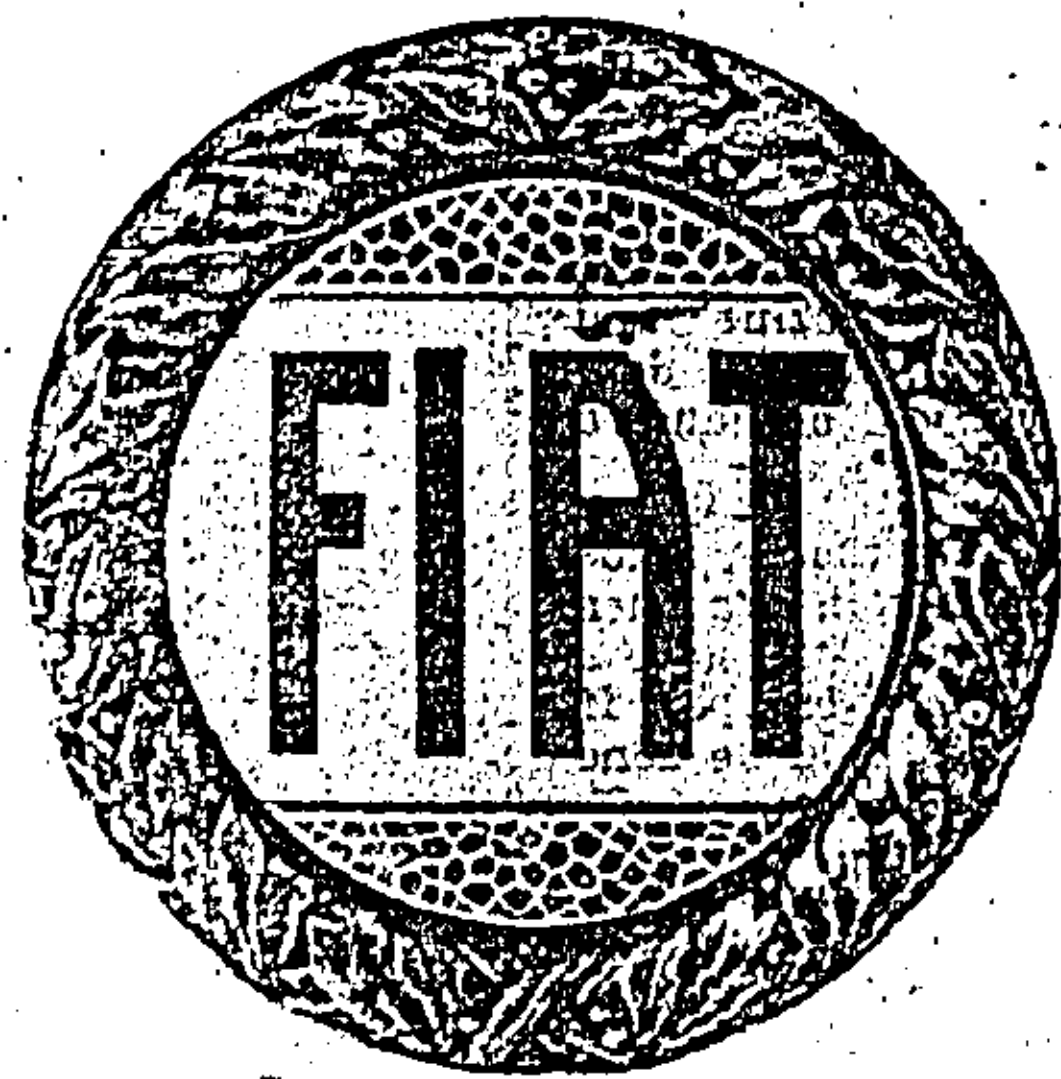
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The only two sidecars to win Silver cups and to complete the course without losing a single mark.

COME AND SEE A NEW B.S.A.
COMBINATION ON SHOW.

THE SINCERE Co., Ltd.,
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509



520

"The BIGGEST THING IN SMALL CARS"

Is the title of very clever article written in the Illustrated Sporting and Dramatic News by Mr. H. Massac Buist, the famous English motoring critic.

At the present high cost of Oils, Gasoline, and Tyres don't fail to call for a demonstration when intending to buy a Motorcar, it will be in your own interest.

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Without its Equal for
**ECONOMY, COMFORT,
RELIABILITY and
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THE ARTIST SPEAKS!

"LIKE all artists, I love beauty wherever I find it. Graceful contours and harmonious colors make a deep appeal to me. That is on reason why I was drawn to the new Nash '400' the moment I saw it.

"Every detail from the narrow rim radiator to rear bumper suggests the inspired effort of true artists who have

sought and found a distinctive design which is both simple and dignified.

"Since I have owned a Nash, I have learned that there is more than surface beauty in this car. The rhythm of twin-ignition performance, the ease of steering, and the luxurious body comfort are in themselves a constant source of delight."

Notable Twin-Ignition Eight features include: Famous Twin-Ignition engine with 18 spark plugs—centralized chassis lubrication—built-in automatic radiator shutters—hydraulic shock absorbers—Duplate non-shatterable plate glass throughout—steel spring covers—etc.

WONG SIU WOON,
21 Pottinger Street,
HONGKONG.

1930 NASH "400"

BUENOS AIRES TO NEW YORK.



The Expedition Argentina Stoeness arrives in New York after the 19,000-mile trip from Buenos Aires. From left to right: Andrew and Adam Stoeness and Mr. A. T. Bollini, Consul General of the Argentine Republic, in front of the Argentine Consulate in Battery Place where they were officially welcomed to New York.

What has been heralded by a leading New York newspaper as "the greatest long-distance automobile trip of this automobile age" came to an end in New York recently when two young Argentinians drove their Chevrolet down Broadway after having blazed a 19,000-mile trail from Buenos Aires. The first to succeed in completing the trip virtually all the way by land, they passed through fourteen countries on

their long journey north. Their triumph over mountains and jungle, deserts and swamps, disease and bandits and extremes of heat and cold complicated by adverse weather conditions was recognized as "a gigantic effort" whose successful completion fundamentally involves much more for the automobile world than any freak speed car capable of 200 miles or more an hour on a level stretch of sand.

The chief figures in this undertaking are Adam Stoeness, 33 years old, his brother, Andrew, 23, and a 1928 Chevrolet touring car. The Stoenesses are quiet, unassuming sons of the Argentine pampas, with a tremendous amount of courage and will power, and the Chevrolet is a stock model of four cylinders. When the car reached New York after being two years on the way, its speedometer read 19,000 miles. So

rough and up and down was the going that forty-three tyres were required and 6,600 gallons of gasoline were consumed. No record of oil consumption was kept. The trip cost the Stoenesses \$25,000, and each brother said he would not make it again if given \$100,000 and all expenses. About 25,000 feet of motion picture film were taken, and in these reels lies graphic proof of the amazing feat performed by the two men and their car.

This great trip began on April 19, 1928, when the Stoenesses, with two companions, left Buenos Aires after a big send-off by the Automobile Club of that city. They drove through Bolivia, Peru and Ecuador, their way made dangerous and laborious for long stretches by Andes Mountain trails over which a car had never before travelled. They planned to reach the Panama Canal by motoring overland through Colombia and Venezuela, but after months of fighting jungle vegetation, swamps and fever, they were forced in June of last year to put their car on a ship for their only water trip, an overnight voyage between Cartagena, Colombia and Colon, Panama, which was the only way of solving a stretch of absolutely impenetrable jungle swamp. At Cartagena they left one of their companions.

From the Canal they fought tropical nature through Costa Rica, Nicaragua, Honduras, Salvador and Guatemala. After a comparatively easy trip through Mexico, where the second member of the original party of four dropped out, they entered the United States at Laredo, Texas, on April 8th, and came on to New York by way of Dallas, Tulsa, St. Louis, Chicago and Detroit. At Detroit W. S. Knudsen, president of the Chevrolet Motor Company, showed special interest in the car and presented the Stoenesses with a new six which they will take delivery of when they land in Buenos Aires. Their old model will be returned to Detroit and "retired." In spite of the terrific punishment that the car received on its Pan-American tour it was found that the Chevrolet was still in good condition and that it was not necessary to put a wrench to it before it left Detroit on the final lap of its long journey. The car and the Argentinian brothers, after reaching their objective, paid a visit with two Chevrolet officials to Washington, where they were received by Vice-President Curtis, entertained by the Argentine Ambassador and made life members of the American Automobile Association.

Questioned while in New York about their trip, Adam Stoeness said: "To make such a trip you have to have a good light car, plenty of money, a real desire for adventure and a lack of knowledge of what terrible things you will have to go up against, and then when you are face to face with these obstacles you must use a lot of will power to see it through to the end."

"Our father, who is a retired cattle dealer with an even dozen of children tried to make us give up the idea of the trip, but when we insisted he was fine in his support of us. We started with \$15,000, most of it in a Buenos Aires bank, and we added to that sum money made by showing in moving picture houses films taken by my brother on the way. We chose a Chevrolet because we knew it would see us through, having had five of these cars in our family, and we decided on the open touring model as best for our needs. The only changes we made in it were to enlarge the intake of the carburetor for operation in high altitudes and to add several tanks for gasoline, oil and water."

"Until we reached the United States we had altogether only a few hundred miles of good roads out of the 17,000 we had travelled. Because of terrific rains we experienced terrible going in a part of the Argentine and the tropical countries. We made hundreds of river crossings. We toiled up mountains for one stretch we ran fifty miles in first gear—and then we had to work our way down them with the greatest care. Some places were so steep we found it necessary to use ropes to get the car down, and our closest calls to death and the car's destruction came when descending mountain roads."

"In some sections we were treated wonderfully well, and in others we were overcharged and robbed. We hated most of all to lose our motion picture camera, stolen from us in Mexico, for we were using it to secure a complete pictorial record of the trip. In Nicaragua the American Marines escorted us a part of the way and provided us with arms—ours had been taken away from us in Venezuela because of political disturbances—for the Nicaraguans took us for Americans because of our American car and our blue eyes, inherited from German grandparents."

"We ate when we could and whatever was available, and we slept where night came on us in bed or car or on the ground, wet or dry, hot or cold. We both suffered from fever at various times, in fact we lost several months because of sickness. Really, now that it is all over, except for getting back to Buenos

Aires by ship, it seems impossible that we were ever able to endure all the hardships of the trip."

The drawn appearance of the brothers to-day, when compared with photographs showing how they looked as cattle dealers before leaving their native pampas, gives some idea of the ordeal they have been through the past two years. The lines in their tanned faces and the look in their tired eyes tell of terrible hardships.

The best idea of the difficulties of this unique blazing of the Pan-American highway is to be had from the moving pictures made by the younger brother, Andrew, as Adam was driving the car up and down mountain sides, through or across rivers, out of mud holes or through jungle growth with the aid of natives and animals which had to be hired on such occasions. These reels contain a record of automobile touring at its worst—the nth degree of what the average motorist strikes in most countries, especially the United States. They tell of man power and a rope added to horsepower and chains to get the car up steep stretches of alleys roads. The car being eased down precipitous embankments while tearing up earth and rocks. Adam Stoeness stepping on the gas as natives struggle with ropes to keep the car from rolling over a cliff. Naked natives wading waist high through mountain torrents and sluggish tropical streams to guide the course of the Chevrolet in crossing. They show the car totally submerged in a mud hole, from which it had to be hauled the next day and disassembled so that the sand could be cleaned out of its vital parts. Jungle trees and undergrowth being cut to make a way for this truly pioneering Chevrolet. The car running through grass five feet high, over rocks in dry river beds, across frail bridges. And among many other difficult stretches the mudiest motoring one ever encountered in picture or experience.

A few of the "firsts" claimed by the Stoenesses for their Chevrolet follow:

The first and only car to cross the western range of the Andes, taking four months to do 300 hazardous miles.

The first car to get through from Bogota, the capital of Colombia to Caracas, the capital of Venezuela.

The first car to make the 200 miles from Guayaquil to Quito, in Ecuador, in less than twenty days—the Stoenesses smashed the record to nine days.

And the first car to make the trip overland from Buenos Aires to New York, with the one over-sea jump of 250 miles.

When asked about some of the "most" of their trip, the two brothers agreed or differed as follows:

The best road: "In the United States."

The worst roads: "The terrible mud on the Nicaragua-Costa Rica frontier, where we have to have twenty oxen at one point to pull us through."

The most beautiful scenery: "No, it was not in the Andes Mountains, which are barren piles of rock and earth, but the panoramas in Costa Rica and Nicaragua."

The hottest part of the trip: "The desert of Sechura, in northern Peru, with much sun and sand and no water."

The coldest part of the trip: "In Bolivia, 15,000 feet above sea level, where the water froze on our hair as we washed our faces. We had much snow in the high altitudes of Peru."

The wettest part: "In Costa Rica and Nicaragua, where we had heavy tropical rains and our feet were wet for three weeks."

The worst river: "Entre Rios, in Bolivia, which we had to cross eighty times because it was so winding."

The most expensive part: "High in the Andes Mountains in Peru and Bolivia, where food, gasoline and all other supplies have to be carried up on the backs of llamas, burros or Indians. We paid a dollar for a little bit of cocoa."

The most dangerous part: "A mule track on the way to Quito," said Adam. "We were going down a mountain when the car began to slip—it was the wet season—and all that saved us from being dashed over a precipice was a tree that stopped the car." "A mountain in Peru," said Andrew. "We started skidding on a part of the trail made wet by springs, and the car came to a stop right on the edge of a straight drop of about a thousand feet."

The most remarkable road: "In the mountains between La Guaira and Caracas where we had a constantly changing view of sea and mountains as we went around curves."

The most curious sight: "It was up in the Andes in Peru—an animal that is a cross between a llama and an alpaca."

The most exciting time: "A gun fight in the night with Peruvian bandits."

The strangest of numerous

NEW CHEVROLET SUCCESS.

Wins Gilmore Blue-green Economy Run.

Competing against a field of 41 other entrants, a stock Chevrolet six-cylinder coach, driven by Mrs. Paul A. Lawrence of Los Angeles, California, recently won the sweepstakes and first place in its class in the annual Gilmore Blue-Green Economy Run, one of the most important motoring events on the West Coast of the United States.

Every type of road and grade was encountered in the run that covered 200 miles between Los Angeles and the Wrightwood mountains. Mrs. Lawrence's Chevrolet demonstrated its economical operation over a course that included city traffic, country roads and mountain stretches along a circuitous route rising from sea level to an elevation of 6,000 feet.

To win the event, the Chevrolet coach travelled 36.71 ton-miles to the gallon of gasoline, averaging 20.5 miles to the gallon for the 200 miles traversed. The total weight of the Chevrolet Coach, with its driver and four passengers, was 8,580 pounds. No oil and no water was used up during the run.

The economy test was staged by the American Automobile Association, and was limited to stock cars. Six classes of cars were represented among the 42 entries. The Chevrolet coach, with Mrs. Lawrence at the wheel, not only won first place in its class, but, in addition, won the sweepstakes for all classes.

detours: "For a volcanic eruption near La Quaca on the Argentine-Bolivia boundary." "The worst 'no gas' trouble: "In the Peruvian Andes, 3 miles above sea level we skidded off the trail and before we noticed a hole in the gasoline tank all our gas was lost. It was a wild, barren section, and it took us four days to get gasoline from the nearest village eighty miles away, with the aid of a llama and an Indian whom we had to threaten with a gun to get him to act as guide."

Such are the highlights of this notable accomplishment in automobile pioneering which stands as a tribute to the courage and determination of these men as well as to the endurance and dependability of the Chevrolet car they used.

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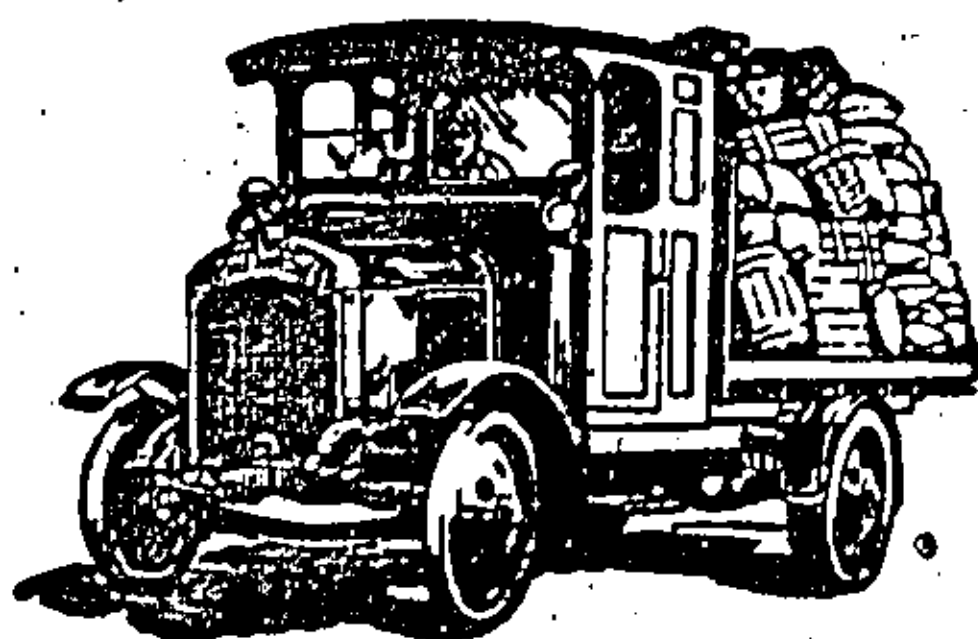
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It is a new Essex Challenger from front end to tail light. It is a longer, larger car. The Super-Six motor is made smoother and given a wider performance range. The motor retains every advantage you know in economy and long life. It is so distinctly modern in all things that count that you must want to own it.

The bodies are roomy. Three will not crowd the rear seat. There is room for your hat. You do not have to squeeze into the driver's seat. The clutch and brakes operate at the slightest foot pressure. Proper balance and mechanism make it easier to steer.

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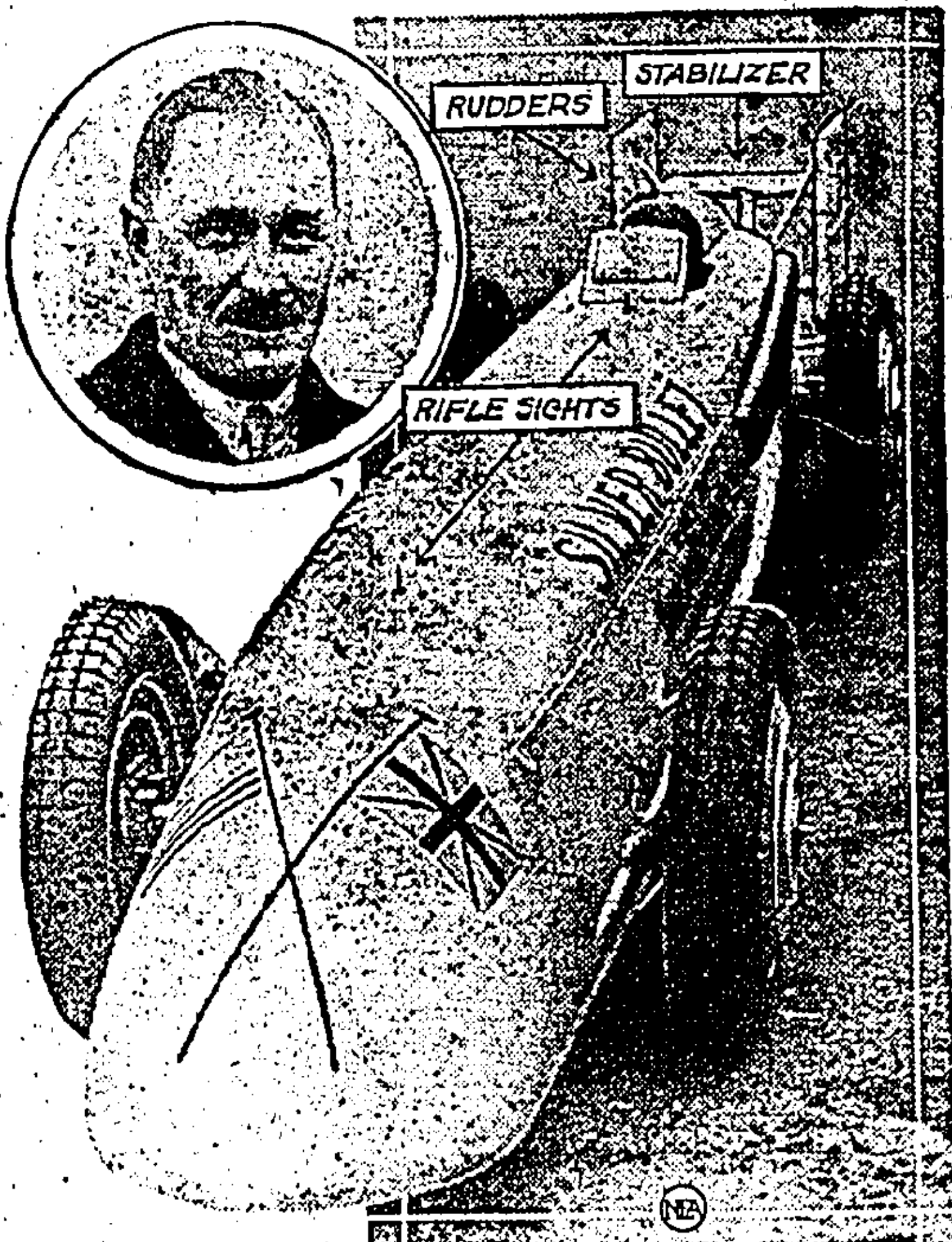
BRANCH OFFICE:—486, YAT TAK ROAD, CANTON.

IS IT WORTH WHILE?

A Review of Past Speed Trials at Daytona.

I returned a few weeks ago from Daytona Beach, whose wave-swept sands are universally acclaimed as the world's fastest and most perfect land speed course. I watched Kaye Don in his efforts to break the world's record of 231 miles an hour. He had bad luck from the very outset, chiefly owing to the fact that the winds were in the wrong direction, thus

as 2,000 miles, many of them have been there before. With many there seems to be a morbid interest. They have seen the most appalling accidents, for the beach has taken its toll of life in past years. Of the four drivers who have attained a speed of more than 200 miles an hour, Major Campbell is the only one alive.



Kaye Don (inset), British racer, and the "Silver Bullet."

causing the sand to be uneven. Thousands of farmers made a pilgrimage from the middle-West, and day after day took up positions of vantage along the beach to watch the intrepid driver perform a miracle, or die in the attempt. Some of them have come as far

Frank Lockhart was killed in 1928, when his car blew a tyre on the beach and went out of control while travelling in the neighbourhood of 200 miles an hour. Keech, who broke Segrave's record of 203 miles an hour with one of 207, was killed in 1929. Only last year Lee Bible, who was

driving J. M. White's ill-fated Triplex and attempting to better Segrave's record, was killed instantly when the car swerved into a sand dune. A news-camera man was struck by the skidding car and also killed.

Useless Velocities.

That fiend Speed has a tremendous urge, and there is no doubt that in the past racing has meant a deal in the development of the automobile, but now that speeds have been attained which are quite impracticable for ordinary roads, the man in the street or the ordinary motor owner is beginning to ask the question: Is it really worth while?

In the early days of racing, and it was twenty-seven years ago that this speed course first attracted the attention of the motor world, a few pioneers raced their primitive vehicles at the dangerous speed of 69 miles an hour over the beach. To-day, a British champion, whose ultra-modern super-car has been designed entirely for the purpose of travelling faster than man ever has done on the smooth firm sands, plans to dash past thousands of spectators at the tremendous speed of 250 miles an hour.

This famous beach has witnessed every stage in the development of the automobile from its early days. Designs changed year after year with the change of fashions, but changed with a purpose—speed.

Living in Daytona to-day is one of America's pioneer automobile builders, Ransom E. Olds; his Pirate, driven by H. T. Thomas, figured in the 1903 meet, as did the Winton "Bullet" with Barney Oldfield at the wheel in 1904. Arthur C. Macdonald was the first British driver to enter the races and set a new record in 1905 with his Napier. From those days the evolution of the car moved rapidly, and finally came the era of to-day, with great monster machines few men can drive, built by millionaires and sportsmen for one end—world supremacy in speed.

The Moderns.

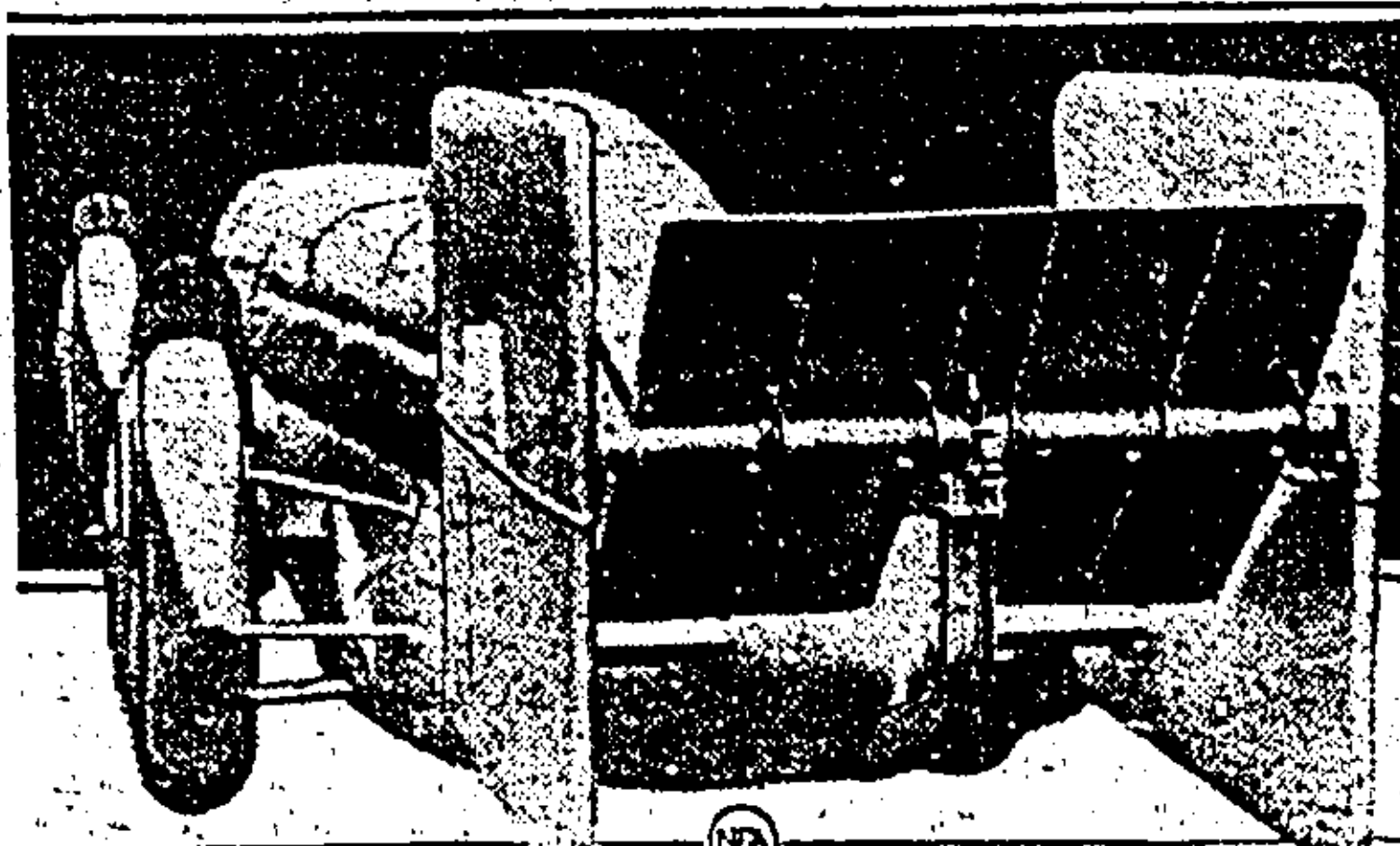
The late Sir Henry Segrave led the new parade in 1927, when he startled the world by a dash of 200 miles an hour. To-day, 250 is the goal. To-morrow it will be 300. What will be the speed in 1940? Five hundred miles an hour probably is not beyond the realm of possibility. The scene of such a lightning flash of straight-away action is, like the seed itself, entirely problematical.

Personally, I find it hard to imagine it possible on Daytona Beach, even under the most favourable circumstances. When Kaye Don was quietly exercising the Silver Bullet at something under 190 miles per hour, a small uneven patch, a mere ripple on the sand, caused his giant machine to leave the ground for a distance of about eight feet. But to return to early experiments. Just as the century was

As for the public, they see a sport in which there is no chance of "fouling." One man goes alone against the common enemies of speed—friction, inertia, wind-pressure—and the machine decides whether he wins or loses.

Suspense.

The element of suspense which is present in any other sport is also here, though in a different form from that furnished by any



Viewed from the rear, Kaye Don's "Silver Bullet" shows its rudders for keeping it in a straight line and its stabilizer, for holding it down against the upward force of the wind.

getting under way, cars began to appear on Daytona Beach, and at other points in the State, as men of wealth came south to enjoy the winter climate. S. T. Davies, of the Automobile Club of America, and J. F. Hathaway, a winter resident from West Somerville, were the earliest record-holders on the beach, both of whom appeared in 1900 and met with rather unfriendly reception.

Organised racing had its beginning on the beach in February, 1902, under the direction of Senator W. J. Morgan, of Newark. He had participated in the bicycle races of the year before.

Primitive Racers.

The first tournament, 26th-28th February, saw Winton with one of his earliest cars, the Red Bullet, make a speed of 68.95 miles an hour over the mile course. The Bullet and first of 1903 looked like freaks when compared to the trim, scientifically designed power-plants of to-day. The Winton car, forerunner of to-day's eight-cylinder cars, had its motor strung under the high chassis with its big wooden wheels. The car was "cooled" by a radiator which stuck out in front like a bale of hay, and the working parts were covered by a box-like enclosure. The only streamlining was produced by the way the driver arched his back in the bucket seat, perched high on the rear of the contraption.

The Olds car was more of a skeleton structure, with a light frame on four buggy wheels. Two small rocket-like gas tanks supplied the four-cylinder motor, and the driver sat in the seat at the tail, his feet resting in stirrups hung from the rear axle.

On the first day of January, 1904, the first car that looked like a racer appeared on the beach, the Packard "Grey Wolf," of Charles Schmidt, a Paris-born German, who had been a partner of the French driver Fournier, and who had won the Paris-Berlin and Paris-Bordeaux races of the year before.

Schmidt lowered the time of Winton for several distances but failed to make any world's records. It was William K. Vanderbilt, Junr., who sent the name of Daytona round the world when he established the speed courses first record for the mile, 59 seconds or 92.307 miles an hour, which was two-fifths of a second faster than Henry Ford had driven his "999" on the ice at New Baltimore, Michigan, fifteen days earlier.

Vanderbilt.

Vanderbilt set up seven world's records in the meet and won five of the six big races in his Mercedes, which he had raced in Europe the year before. His only defeat was at the hands of Barney Oldfield, driving Winton's Bullet in the mile race. From then on developments were rapid.

Arthur C. Macdonald, who I understand is now fighting the ravages of tuberculosis in the Swiss Alps, was the first British driver ever to cross the Atlantic to bring his car to Daytona Beach, and the first Englishman to break the world's speed record for the mile. His record, had, scarcely been entered on the books, however, before it was bettered by Bowden in his Mercedes of the year before. Bowden and Macdonald each set new records during that meet, as did Edward R. Thomas, who later built the Thomas Flyer, and H. W. Fletcher, driving De Dietrich, in the first races of his life. Ford is said to have been living in a tent on the beach during the trials and was unable to enter his car, because of a broken crankshaft.

Speed fiends see in Daytona Beach their chance in the world to win glory and fame. The trials as organised by Val Harsenape offer them organisation, publicity, and, with the help of the American Automobile Association, official sanction and timing.

ELIMINATING CROCKS.

Wholesale Scrapping.

U.S. MAKERS' SCHEMES.

A scheme for scrapping old and unsafe cars has been adopted in America, and some manufacturers are buying old crocks for wholesale junking.

To the Ford plant at River Rouge dealers are invited to bring in "junkers," for which they are paid a fair price. All the inflammable material is torn off the wrecks, and they are then broken up, to make material for the steel furnaces.

General Motors have a plan of awards of dealers for scrapping cars that constitute a danger on the roads, and the Dodge Brothers Corporation has a standing offer to all its dealers, by which it will assist them in the purchase and destruction of unsafe vehicles.

According to traffic authorities, there are many old derelicts which are dangerous on American roads. If they are licensed drivers, the owners are allowed to use them, and their complete breakdown is only a matter of time.

A company, known as the Detroit Auto Salvage Corporation, was financed by Detroit motor interests to buy up old and dangerous cars. The company has a plant which can wreck 5000 cars per day, but till recently there have not been enough cars turned in to permit its making a profit.

unlikely that one of the greatest lessons that the whole world can learn is that here is a sporting attempt in which there can be no chicanery, no cheating, no fudging, and which epitomises the supreme quality of manhood, in which one's life and one's efforts are cast in one throw of the dice for success or failure. Men must always have stars to which their wagon may be hitched. As long as youth holds the spirit of adventure, some young man will be born to dare every achievement of man, no matter what sanctions may be withdrawn, or regulations in opposition be adopted. It has been thus since the beginning of time, and it will always be thus. The lure of speed is eternal. To the eye-witness these speed tests must bring disappointment, one flash, or rather a blur on the beach, one loud cylinder report like the firing of a gun, and it is all over, and at what tremendous cost to the machine, whose life "all out" is but a brief span of six minutes!

The Human Element.

Individual enterprise must lead a life which, after all, must be given sooner or later by each of us. For a moment the efforts of that individual become the dreams and efforts of the nation—the eyes of all the world become focussed on the attempt. And it is not

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C. P. MARCEL
Hon. Secretary.

C/o "Hongkong Telegraph"

RAIL MONOPOLY.

(Continued from Page 2.)

wayowned lines want it goes without saying. Apparently, the general public is not adequately organised to make any impressive protest against it.

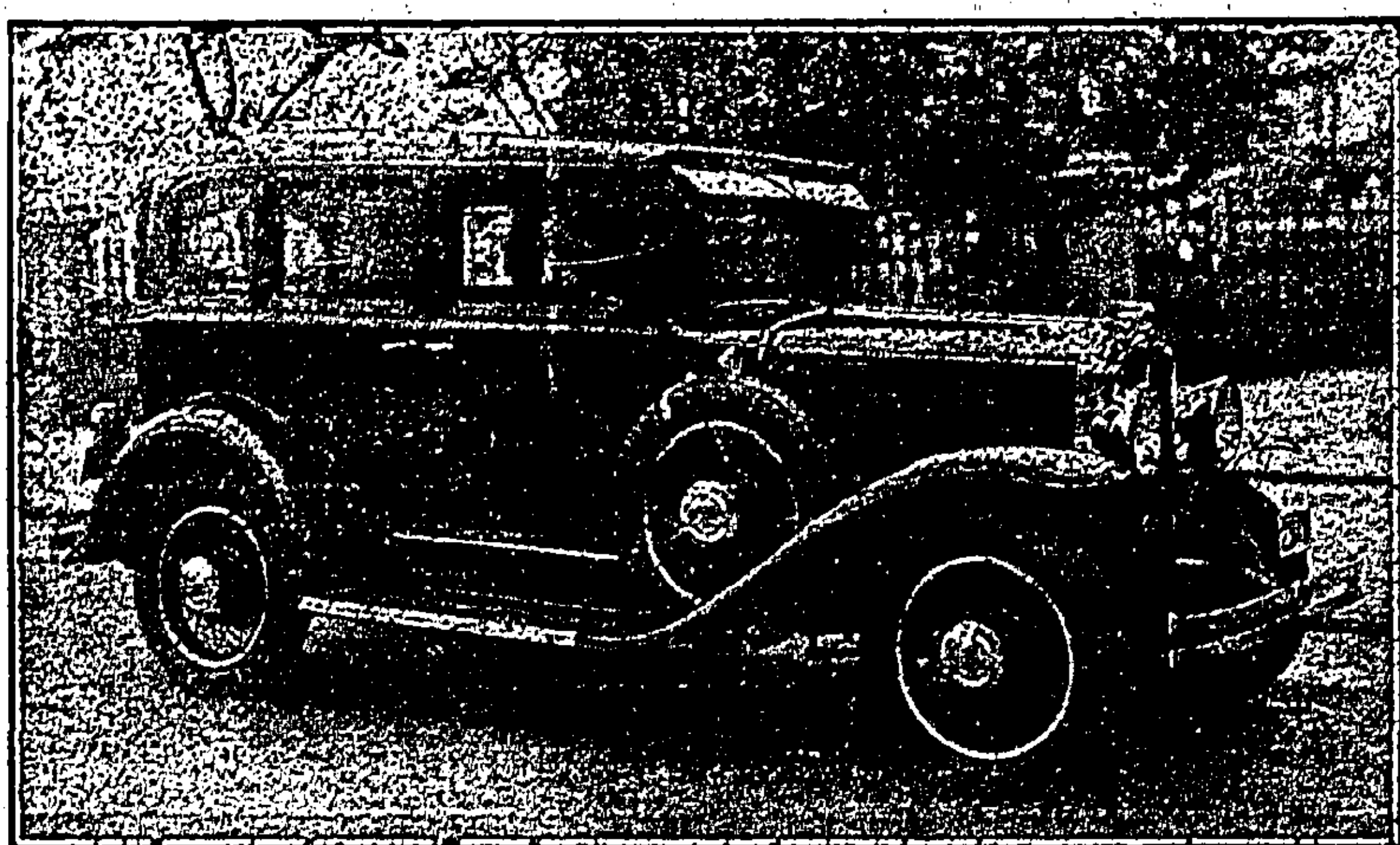
However, on the second day of debate in the House a number of representatives argued hotly against it. One representative indicated that under existing conditions the public is protected by competition from poor service and extortionate charges. The bill, he added, creates a monopoly and subjects the public to a system of regulation for protection.

Makers Will Suffer.

Manufacturers of buses and equipment will suffer severely if the bill becomes a law. Earlier prospects for the development of increased bus transportation throughout the country this summer will be obliterated, and a steady diminishing of demand, until it becomes virtually negligible, appears almost inevitable. The public, too, will suffer in that it will lose a cheaper transportation service than the railroads can afford.

DEPENDABLE Yes

for it has inbuilt ruggedness
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Pontiac owners speak in glowing terms of the never-failing service their cars give, year after year. When they are touring—on distant trails far from help when they need extra power for tough hills, sticky mud or sandy stretches—when they need flashing acceleration to take advantage of openings in traffic, or a quick, smooth stop—Pontiac is faithful to their demands.

And one of the reasons for Pontiac's remarkable rise in popularity is because it gives this performance day after day. When less sturdily built cars are beginning to get tired of working—Pontiac is alert and active—in its prime—ready to give a type of performance never believed possible at the price!

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On its staunch and sturdy chassis the Marquette carries closed bodies by Fisher—the latest expression of the artistry and craftsmanship of the world's greatest body builder. Smart, low-slung lines—the last word in modern good taste. Interior and exterior finishes of pleasantly blending colors. Tailoring and appointments of exceptional quality and completeness. And such value

features as a remarkable new non-glare windshield, to be found on no other automobile; adjustable driver's seat; and beautiful new rubberized mohair upholstery, waterproof, dustproof and wearproof—shown for the first time on Marquette.

The great resources and unparalleled facilities of Buick and Fisher have combined to provide a greater measure of extra value than any car of comparable price offers.

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The Marquette is easy to own. Talk to your dealer about it. You will be surprised at how economically you can buy a Marquette on the liberal G. M. A. C. terms.

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM

CALL FOR HELP FROM WATER.

MOTHER UNABLE TO REACH HER DAUGHTER.

WADES INTO SEA.

While a large number of bathers, mostly young people, were enjoying a dip at Gurnard Bay, near Cowes, a 12-year-old school-girl, Ida Clark, was drowned with in sight of her mother, who was sitting on the beach.

Ida had gone to bathe with a girl friend named Barton. Both were able to swim. They had been in the water some time and were making towards the shore with the girl Barton leading. Suddenly Ida Clark was seen to be in difficulties.

Apparently she found that she was out of her depth and became nervous about it. Her screams for help were heard by others in the water, and an older girl, Ruth Abraham, of Newport, pluckily swam out to Ida Clark's assistance.

Meanwhile, a motor-boat in charge of Mr. Stapleford arrived on the spot and Ida Clark was taken out of the water.

Her mother, seeing her daughter in difficulties, waded into the sea up to her waist, but was unable to reach the girl.

Death From Shock. Effort to revive Ida by artificial respiration failed. The girl had a swimming certificate, gained at the local school, and it is believed that her death was caused by shock.

The same evening the body of an unknown man was recovered from the sea off Old Castle Point, Cowes, by a fisherman.

The body was of a man of about 45, 5ft. 10in. in height, with a slight dark moustache and of a foreign appearance. He was a stranger to Cowes, and so far as is known there is no means of identification.

He was wearing a leather motorist's coat; a grey London-made suit with dark-brown leather gloves, black, lace shoes, a soft collar, with a brown crepe-de-Chine tie, a cotton shirt, a complete set of false teeth with a gold roof, gold-mounted jade cuff links and there was 10s. 7d. in money in the trousers pockets.

The name Andrew was on his shirt, and the initials A. W. on the clothing. There were no papers on the body.

MEI LAN-FANG BACK IN CHINA.

RETURN AFTER TRIUMPHAL TOUR IN AMERICA.

Shanghai, July 18. Mei Lan-fang, the well-known Chinese actor, arrived here to-day from San Francisco on board the Chichibu Maru after a triumphal tour in the United States. He was warmly welcomed at the jetty by a large crowd representing all walks of life.

A big reception is being given at the Majestic Hotel to-morrow afternoon in honour of Mei Lan-fang, for whom a series of functions is being arranged. He announced that he will leave for Peking in a few days.—*Reuter*.

A PRISON RULE AMENDED.

LESSER PUNISHMENT THAN DISMISSAL.

Rule 117 of the Prison Rules has been amended by the addition to paragraph (2) of the following:

"If upon considering the case of any subordinate officer the Governor is of opinion that the officer does not deserve to be dismissed, but deserves some lesser punishment, he may inflict one or more of the following punishments, that is to say, reduction in rank, forfeiture of seniority, forfeiture of pay, and forfeiture of increments, as seems proper in the circumstances."

EXCHANGE RATES.

	London, July 18.
Paris	123.69
Brussels	34.80 1/2
Amsterdam	12.08 3/4
Berlin	20.37 1/2
Copenhagen	18.10
Vienna	34.44
Helsingfors	19.34
Lisbon	10.84
Bucharest	8.18
Buenos Aires	40 1/2
Shanghai	1 1/5
Yokohama	2 1/2 1/2
New York	48 7/16
Geneva	25.02 1/2
Milan	92.87
Stockholm	18.09 1/2
Oslo	18.16 1/2
Prague	16.4
Madrid	41.90
Athens	8.76
Rio	5.34
Bombay	1 1/5 25/32
Hongkong	1 1/4
Silver (spot)	15 1/2
Silver (forward)	15 1/2

—*British Wireless*.

THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

No. 29/30.—Hongkong Volunteer Defence Corps Orders, by Major H. B. L. Dowbiggin, Commanding Hongkong Volunteer Defence Corps, Hongkong, 18th July.

Parades.
(a) Corps Band.—Until further orders the Corps Band will parade twice a week at Headquarters, namely on Mondays and Thursdays at 6 p.m.

(b) Battery.—(i) There will be a short lecture with practical work on Thursday, July 24th, at 5.30 p.m. at Headquarters.

(ii) Dress.—Topees. All ranks of the Battery who have not already done so will hand in their topees to the stores for the fixing of Corps flashes.

Tunics.—All ranks will hand in their tunics for the fitting of grenade collar badges.

Leavers will be drawn from O.C. Unit and worn on the right shoulder.

(iii) Armament Change.—The Battery is now armed with 4.5" Q.F. Howitzers in place of 6-inch 20cwt. Mark I Howitzers.

(iv) The undermentioned will be the Instructors for Thursday, July 24th:—Capt. T. A. H. Colman, R.A. for B.C. and Staff B. S. M. Worne, R.A. for the remainder.

(c) Engineer Company.—R.E. Rifle meeting, Sunday 20th, at Stonecutters. Competitors from H.K.V.D.C. Engineer Company will proceed by Doddwell's launch, the "Tea Cheong" leaving Statue Pier at 8.10 a.m. and Kowloon at 8.20 a.m. Dress:—Muffs. Rifles to be drawn by mid-day, Saturday, 19th July.

Programme and rules of the meeting have been circulated to all members.

(d) Corps Signals. Signal Class will parade at Corps Headquarters at 5.30 p.m. on Thursday, July 24th.

(e) Machine Gun Troop. Parade on Thursday, 24th, July at 5.30 p.m. at Causeway Bay Stables.

(f) Machine Gun Company.—N.C.O.'s Classes will be held on the following dates at Headquarters at 5.30 p.m. Dress:—Muffs. Tuesday, 22nd, July, Friday, 25th, July.

All N.C.O.'s and those detailed by Platoon Commanders are expected to attend.

(g) Armoured Car Company, Car Section.—The following will parade at Kowloon Railway Station at 5.30 p.m. on Friday, 25th July for driving instruction on No. 2 Armoured Car.

Sergt. E. D. Labrousse, L/Cpl. J. S. Flegg, Pte. E. J. Spradbury and Pte. A. G. Clarke.

All other ranks will parade at Headquarters at 5.15 p.m. for instruction on No. 1 Car under Cpl. A. Niasim.

Motor Cycle Section.—Parade at Headquarters 5.30 p.m. Friday, 25th, July, for instructional ride and dismounted action en route.

Rifles and Bayonets. All rifles, bayonets and scabbards will be handed into Store as soon as possible for the Annual Inspection by the Armourer.

All the above must be in a thoroughly clean condition when handed in. (Repeated).

Corps Flashes. The new flashes for the Corps topees are now ready. Officers and other ranks will hand their topees into the Store as soon as possible for the purposes of having the flashes properly sewn on. O.C. Units who will please expedite the sending in of the topees of the members of their commands. (Repeated).

Leave. No. 679 Pte. D. Harvey, No. 7 Platoon, from 15.7.30 to 15.8.30.

Strength. No. 1575 Pte. J. C. M. Grenham, Machine Gun Company, No. 4 Platoon, has been taken on the strength and posted to the Unit from 15.7.30.

Appointment. No. 948 Sergt. G. Davidson, Machine Gun Troop, is appointed Troop Quartermaster Sergeant as from 15.7.30.

Struck Off the Strength. The undermentioned are dismissed from the Corps as from 28th June, 1930:—No. 134 Pte. J. R. Carr, Armoured Car Coy. (Cycle Section); No. 1450 Pte. W. F. Edge, Machine Gun Company, No. 1 Platoon.

Firing Point Registers. The use of the old Register of scores made on Miniature Range will be discontinued forthwith; in future a supply of proper Firing Point Registers will be kept in the Miscellaneous Range, and will be used whenever firing takes place and forwarded to the Adjutant on completion of the Practices.

Equipment Register. All members who have not yet signed the new Equipment Register in the Corps Stores will please do so as soon as possible.

(Sgd.) W. H. G. GOATER, Captain, Adjutant, H.K.V.D.C.

LABOUR PLANS IN AUSTRALIA.

AMENDMENT OF THE CONSTITUTION.

TARIFF MISGIVINGS.

The most revolutionary proposal put before the Australian Parliament since the founding of the Commonwealth is the Constitution Alteration Bill, which the Labour Government intends shortly to place before the people as a referendum.

The leader of the Opposition, Mr. Latham, a constitutional lawyer of repute and Attorney-General in the late Government, declares that the Bill is meant to save the Government's face, and that the powers if granted would ultimately destroy the Constitution, as Parliament could undo by legislative act all the safeguards provided by the founders of Federation.

More drastic because already enforced, is the Government's restriction of imports. Introduced ostensibly as an endeavour to right the adverse trade balance, Mr. Scullin declares that the tariff increases together with the recent prohibitions and super-taxes would reduce overseas purchases by about £13,000,000. Described as an unprecedented effort to meet a national emergency it has caused consternation and misgiving in business circles, with high hopes in industrial and certain manufacturing quarters.

Appointment of a local Governor-General is mooted, but in spite of many questions, Mr. Scullin refuses to be drawn, and "deprecates any bandying of names." Nevertheless it appears pretty certain that a determined effort is being made to secure the appointment of Sir Isaac Isaacs, Chief Justice of the High Court. This step has already provoked much indignation and meetings of protest. For, though it is undeniable that there are Australians capable enough, the principle of severing the sole Imperial link of King's representative is arousing justifiable resentment.

As was only to be expected after the Government's abolition of compulsory training, the chances of the Governorship being offered to Sir John Monash, former Commander-in-Chief in France, or Sir Harry Chavel, the Palestine Cavalry Leader, who has just retired from the Inspector-Generalship, are regarded as distinctly unfavourable.

In this regard it is interesting to note that Australian war-time commanders did not receive a monetary bounty from a grateful nation, but Sir Harry, after many years' service, has been granted the privilege of the use of a Defence Department horse, "at such time as he is in Melbourne, and provided it entails no expense to the Department."

CURRENCY REPORT.

GOVERNOR NOW CONSIDERING DOCUMENT.

The Currency Commission has completed its work and its full report of more than 140 sheets of typewriting has been forwarded to the Governor.

The next awaited step is the announcement of the Governor's instructions which will probably be for its publication as a special paper, when it will be presented to the Legislative Council. It is anticipated that the report may be published within a month.

SEVERE TYPHOON IN JAPAN.

COMMUNICATIONS ARE BADLY AFFECTED.

Tokyo, July 18. A typhoon at Kyushu this morning reached a velocity of forty-one metres a second.

Telegraph and telephone communication in west Hiroshima is totally interrupted, and it is believed that considerable damage has been done.

The typhoon is marching on north-westward of the Korean channel and Japan Sea.

Osaka, Kobe and Kyoto have not been affected.—*Reuter*.

Electric Supply Cut Off.

Tokyo, later. The typhoon has cut off the supply of electricity in northern Kyushu, suspending the operation of newspaper printing and other industries. Also, many cities in northern Kyushu will be without light to-night.—*Reuter*.

Cable Lines Working.

The Great Northern Telegraph Company's office in Hongkong informs us that the report as to the interruption of the Nagasaki-Shanghai cable is incorrect. The line has not been interrupted.

The land lines in north Japan have been affected by the typhoon, but it was expected to have one of them resuming last night, so that communication was probably restored by this morning.

AEROPLANE IN FLAMES.

FOUR CRASHES AT ONE STATION.

While leaving the ground at North Weald Aerodrome an aeroplane piloted by Wing-Commander Bernard Edward Smythies, D.F.C., struck a roller which is used on the cricket pitch.

The machine took fire, and Commander Smythies died from his burns in Epping Cottage Hospital. He was the officer commanding the aerodrome. His mechanic, Frederick Reginald Stanley Holben, was only slightly hurt.

Three other crashes occurred at the same aerodrome. On landing from Hendon a machine piloted by Squadron-Leader C. Lee was completely smashed, but the pilot escaped without serious injury. The other accidents were of a minor character.

In alighting on the sea off Lee-on-Solent a seaplane belonging to the Royal Air Force School of Naval Co-operation stationed there was wrecked. The three occupants—Flying Officer Hutton and Flight-Lieuts. Hall and Miller—were taken off uninjured by a motor launch.

MORE RAIN.

The weather forecast up to noon to-morrow is:—S.W. or variable winds, moderate; general overcast; rain.

The P. & O. s.s. Ranpura, from Hongkong, arrived at Marseilles on 18th July at 5 p.m.

The Very Idea!

Aberdonian—"How much did it tak' to sole a pair o' bits?"
Bootmaker—"8s. 6d."
Aberdonian—"Man, that's awfu' dear. How much did it tak' to heel them then?"
Bootmaker—"3s. 6d."
Aberdonian—"Aw weel, will ye just heel the soles."

Ephraim—"What ye' all doin' wif dat papah, Mosco?"
Mosco—"Ise writin' mah gal a letter."
"Gawd, way, niggah, ye' kaint write."
"At's all right, Smoke; mah gal kaint read."

A lawyer, having occasion to visit Ireland, engaged a chaise to convey him a few miles into the country, and he had not proceeded far when it pulled up at the foot of a hill, and the Irish driver, coming to the door, opened it.

"What are you at, man?" demanded the lawyer. "This isn't where I ordered you to stop."

"Whisht, yer honour, whisht," said the driver, in an undertone, "O'm only deceivin' the bast."

"O'll just bang the door; he'll think ye're out an' then he'll cut up the hill like old Nick hisself, see if he don't."

Husband (to wife, who is trying to drive a nail):
"How on earth do you expect to drive a nail into the wall with a clothes brush; for goodness sake use your head."

Girl Wife—I want a summons against my husband. He's packed up and gone. Magistrate—Perhaps next week he'll pack up and come back. Wife—He can't. My mother won't have him in the house.

Husband—I wanted happiness when I married, so naturally I moved a long way from my people and my wife's people.

Kingston Woman—I used insulting words under great provocation, because she came out with a sneer on her face.

Magistrate's Clerk at Southend—What is your Christian name? Woman—Ezzyphilia, but I will let you call me Sylvia.

Mistress (to new maid)—"At dinner, remember, you must serve from the left and take the plates from the right, do you understand?"

New maid—"That'll suit me, mum. Are you superstitious too?"

When Cromwell first coined his money, he asked an old Cavalier what he thought of it. On one side was the inscription, "God with us," and on the other, "The Commonwealth of England."

"I see," said the Cavalier, "that God and the Commonwealth are on different sides."

THE HUMBLER ARTS.

(Continued from Page 6.)

deed we are practicing it day and night. Exceptional skill in it is highly rewarded by the immediate pleasure that it brings to all. At pleasure is joined with duty in this art, for we owe to the future a speech at least as noble and vivid as that which we have received from the past. Supposing, then, that one has no ear for music, cannot write a line of verse, has never mastered the elements of architecture, cannot draw or paint, cannot carve or dance, even then there is always speech. For each of us there is this ancient and proud and powerful English tongue, all that Shakespeare or Milton had to work with, and with it we may learn to sing, to build, to carve and dance and paint. There is literally no one, therefore, to whom the joy of the artist, the happiness that comes of making and shaping and of reducing chaos to order, need be unknown.—L. P. S. E. in the *Christian Science Monitor*.

JUNK CAPSIZES IN HARBOUR.

WOMAN BELIEVED TO BE DROWNED.

A strong gust of wind caused a junk to capsize in the harbour yesterday, with the loss, it is feared, of one life.

Last night, the Water Police received a report that passenger boat A5811V, with the crew and some passengers from the s.s. Chan Ping, was proceeding along the southern fairway, when, about 500 yards from the China Provident Co's godowns at Kennedy Town, the craft was caught in a strong gust of wind and rolled over on one side, throwing all those aboard into the water.

The victims saved themselves by clinging to the overturned boat, with the exception of a woman, 26 years of age, named Kwok Kam, who is missing and was apparently drowned.

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Price \$1.50 yd.
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DANCING JUDITH

by
CORALIE STANTON.
and
HEATH ROSKIN.

BEGIN HERE TO-DAY.

Judith Grant, beautiful young Greenwich Village artist, model, and dancer, lives in a little apartment with Charles Morley, known as Chummy, a beautiful girl whose mind has been inspired ever since her lover, a young artist named Alan Steyne, abruptly deserted her and disappeared. Judith learns from Charles Morley, another artist, that Steyne is back in town, and she brings Steyne and Chummy together; but Chummy fails to recognize her former lover, and while she takes a liking to him it is quite obvious that she has completely lost all memory of him. Chummy grows sick with a cold, and a specialist sent around by Steyne finds that his mind is gradually growing weaker and says that if her memory is restored it will only be by accident. Steyne, who has inherited money and is now prosperous, gives Judith money to help her care for Chummy, and Judith tells him she is sure Steyne is planning to marry Chummy.

CHAPTER IV.

Judy saw Steyne the next day. She met him at the entrance to their building, just as she was going out. He said he had come to ask whether she and Miss Morley would go to the theatre with him that night. Judy accepted eagerly. "Chummy'll love that!" She's much better. She simply adores the theatre; she'd like to go every night. You'll find that out when you're married!"

She stopped suddenly. There was something electric in the atmosphere. She looked up at Steyne and saw that the merry, boyish look had gone from his face. It looked stern, almost hard.

"Miss Grant," he asked, with a kind of coldness in his voice, "why do you assume that Miss Morley and I are going to be married?"

"There is no immediate prospect of it, as you can see," he answered, speaking in an almost hostile tone, which hurt her, although she did not know why. "And when you assume it in front of other people, it's very awkward for me. Moreover, it is hardly fair to Miss Morley."

"Not fair to Chummy!" Judy cried. "She was almost inarticulate. To an outsider she might have appeared comic in her surprise. But Chummy loves you with her whole heart and soul. She has loved you all these years. It is because of you that she is what she is—because you went away and left her. Oh, what can you mean?"

In the young man's face was a determination to get something over which he knew would be very unpleasant. No man likes to look a cad, particularly in the eyes of such a passionate little loyalist as Judy Grant.

"Miss Grant," he said, "it is very painful for me to have to say this, but I must, or else I should be sailing under false colours. I am dreadfully sorry about Miss Morley, but you must see that at present the idea of marriage in her case is unthinkable. And if she recovered, how do you know that she would have even feelings of friendship toward me?"

"Feelings of friendship!" repeated Judy. "Oh how can you? If she knew you again, it would be with all her old love—of course it would! How can you think anything else?"

"In those circumstances it would be different," Steyne remarked quietly. "If as you say, I have the misfortune to be in a way responsible for Miss Morley's present condition—"

"I say so!" interrupted Judy indignantly. "Everybody says so. Ask anybody—Eustace Dumont, Michael Stone, Tony Leigh—any of them! When you left, she broke her poor heart. She had nothing left to live for. She just waited for you to come back, and you didn't come. Then she fell ill and nearly died, and when she was better she was—what she is now. Everybody knew that it was for love of you! Judy broke off with a sob in her throat.

Steyne's eyes were fixed on Judy's face beneath her shabby hat—that little flower face so lovely despite the cheap vulgarity of its make-up. The single-hearted loyalty blazing in the big purple eyes, the laughing lips trembling over poor Chummy's sorrows—they seemed to effect him strangely. He was pale under his tan, and for a moment or two he did not speak.

"Why," Judy went on, her voice still quivering, "I thought, when I heard you had come back, that it would be all right, that you would take Chummy away and marry her at once, and spend all your life in trying to make up to her—poor darling Chummy!"

The young man's face hardened again. "Miss Grant," he said, "if Miss Morley were to recover, and if she really had feelings such as you describe towards me, I suppose I should be in honour bound to ask her to be my wife; but that, unfortunately, does not seem to be at all probable. The specialist and Doctor O'Shane both give little hope. They talk of what they call 'permanently enfeebled vitality,' and say that in all practical things she is like a child."

But they do say she might get better," protested Judy. "And, oh, I am bitterly disappointed! I considered you were engaged to her. Do you think I would have taken that money from you? And now I've spent it. And you never meant anything at all!"

Steyne flushed.

"As to money, don't think about that, Miss Grant," he said. "As an old friend, I am entitled to help Miss Morley. It is a privilege; but you have been misinformed about our relations. We never were engaged to be married. Any such idea would have been ridiculous. I was practically starving. She had quarrelled with her relatives, and was living on a pittance. We were very good friends. I was awfully fond of her. She was one of the brightest girls I ever met, and very clever, but there was never any talk of marriage. We were awfully sympathetic. I admired her and loved her—yes, loved her in a way—as we all did. I knew she was a fond of me, of course; but I never knew, I never dreamed, that she would take it so much to heart!"

Judy made no reply. Her big eyes were started.

"I do hope you'll forgive me for saying all this," the young man added in a low voice, in which shame mingled with eagerness. "I know it all sounds horrible; but it's the truth, and—I wanted you to know."

Still Judy was silent. She did not doubt Alan. Indeed, she knew that he spoke the truth; but it was all so utterly different from the tragedy with which she had been living. It made it an even worse tragedy.

"Then you don't love Chummy—no like a sweetheart?" Judy asked. "No," he answered; "but I do care a great deal for her, and I want to help her all I can."

"You don't love her?" Judy said as if to herself.

"Miss Grant, I was only a boy."

All that part of my life seems like a dream now."

"Oh, poor Chummy!" cried Judy, in a burst of passion. "I almost hope she never gets well!"

There was a pause. Then Steyne asked in his ordinary voice:

"You will come to the play to-night?"

"No—no! How can we?"

"But you say Miss Morley enjoys it so much. Honestly, doesn't she seem quite happy?"

"But it's a sham!"

"Are you sure? She likes me as a friend. She loves the theatre. It can do no harm."

"All right," agreed Judy half sullenly. "I don't want Chummy to miss a treat; and I must come along, because you mightn't know how to manage her."

"I'll call for you at seven sharp, and we'll dine at Ticio's, shall we?"

"Chummy would love that."

"All right then; and—please forgive me, Miss Grant!"

Her eyes dropped before his. "I don't suppose there's anything to forgive," she muttered. "I just thought you were another kind of man, and that it was all coming right for Chummy. It's a bit of a blow!"

Chummy made no actual progress toward recovery, but she no longer complained of feeling queer. One thing was noticeable at any rate—she was decidedly more animated, though she looked very frail. Without doubt, Alan Steyne's companionship had much to do with it. He constantly took the two girls out, and people observing them remarked on what a happy trio they were.

By now Judy had tacitly granted that Alan had spoken the truth. They were ostensibly very good friends, but when they happened to be alone he felt a certain smoldering hostility. She could see that Chummy had not the faintest idea of his identity, not the remotest thought of marriage with him, but she still felt that he ought to have claimed her immediately and made her his wife. That, Judy felt, was the only suitable and picturesque culmination of the strange romance.

Once Judy caught Alan looking at her, and she quickly turned away. Something dawned upon her. She would not have been a woman if the knowledge had not come to her; and she was terrified. That night she slept badly. Steyne's face was always before her, with that something behind the laughter in his eyes—something that thrilled her and made her afraid.

TO BE CLEAN AND HONEST.

YEN HSI-SHAN'S NEW GOVERNMENT.

Peking, July 18.

Asked when the new Government was likely to be established in North China, Chu Ao-hsiang said they were waiting for the arrival of several more members of the second Central Executive Committee of the Kuomintang. He expected they would reach Peking within a fortnight and as soon as there were enough to form a quorum, steps would be taken to proceed with the formation of a new Government.

Plans were now being drafted and discussed, and as soon as concrete proposals had been reached they would be submitted to Yen Hsi-shan. The latter's foreign policy, Chu declared, would be to develop trade with foreign nations, protect foreign commerce to the fullest extent in China, and secure better conditions for the millions of Chinese abroad through diplomatic and Consular means.

A clean government and honest administration would be the keynote of the internal policy.—*Reuter.*

A MINOR PLOT IN PORTUGAL.

ARRESTS FOLLOW THE DISCOVERY.

Lisbon, July 18.

It is semi-officially announced that certain military officers and civilians, who were conspiring to overthrow the existing regime, have been arrested.

The movement was engineered by a negligible minority. The military garrisons remain loyal.—*Reuter.*

come to her; and she was terrified. That night she slept badly. Steyne's face was always before her, with that something behind the laughter in his eyes—something that thrilled her and made her afraid.

(To be Continued.)

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Hongkong, 16th July, 1930.

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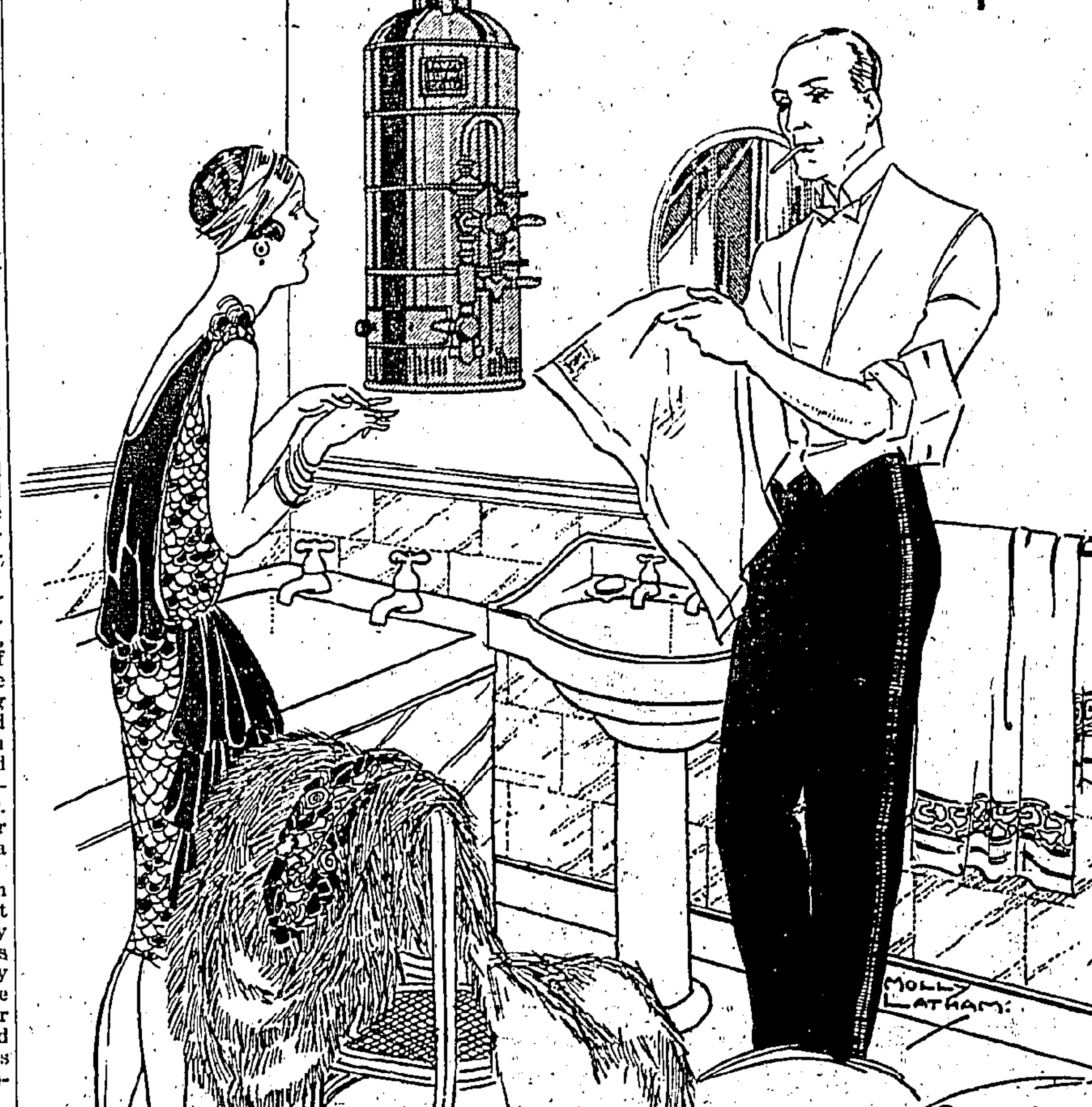
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TO OSAKA via AMOY, SHANGHAI & KOBE	Suisang Kutsang	Sun. 27th July at 7 a.m. Tues. 19th Aug at 7 a.m.
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TO SANDAKAN	Hinsang Mausang	Sun. 20th July at 10 a.m. Tues. 31st July at noon.
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ANDRE LEBON.....	14th Oct.
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G. METZINGER.....	1st Sept.
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LOCAL RADIO.

A SPECIAL DANCE PROGRAMME.

To-day's radio programme to be broadcast by Z.B.W. on a wavelength of 855 metres will include an organ recital by Mr. Frederick Mason, and at 9.30 p.m. a special programme of dance music. On Sunday the church service at St. John's Cathedral will be relayed.

1.15-1.45 p.m. Organ Recital by Frederick Mason, A.R.C.O., L.T.C.L.

(1) a. Grave. b. Adagio.

Sonata No. 2. Mendelssohn. Song Without Words. Holloway.

(3) Tone Poem-Pastorale. Oliver King. Lemare.

(5) a. The Question. b. The Answer. Wolstenholme.

1.30 p.m. Weather report. 1.45-2.00 p.m. Mid-day programme continued.

2.00 p.m. Close down. 7.00-9.30 p.m. Evening European programme of H.M.V. records selected and supplied by Messrs. Moutrie and Co.

"The Barber of Seville," Overture. State Orchestra, Berlin. (D1294).

"Ahl Moon of My Delight." Tudor Davies-Tenor. (D1283).

"Lilac Time," Vocal Gems. Light Opera Company. (C1450).

"A Song of Tender Memories." "A Word, Allow Me!" Peter Dawson. (C1259).

"Mirage." "I Zingari." De-Groot-Violin. David Bor-Piano.

"H.M. Calve-Cello. (B3028).

"Little Pal." "Why Can't You." Gracie Fields-Comedienne. (B3147).

"Sanctuary of the Heart." "In a Chinese Temple Garden." Reginald Foort. (C1330).

"Tis I." "The Darlin' Girl from Clare." Peter Dawson. (B3410).

"Softly as in a Morning Sunrise." "One Kiss." De Groot and His Orchestra. (B2997).

"Only a Rose." "Love Me To-night." Winnie Melville and Derek Oldham-Vocal Duet. (B2570).

"Peer Gynt," Suite-Aurora's Dance.

"Peer Gynt," Suite-In The Hall of The Mountain King.

Royal Opera Orchestra Covent Garden. (C1299).

"Peer Gynt," Suite-Morning. "Peer Gynt," Suite-Death of Ase. (C1298).

"Vulcan's Song." Robert Radford. (E487).

"The Armourer's Song." "Lily of Laguna." Just Imagine. (Good News). Leslie James-Wurlitzer Organ. (B2902).

"Sonata No. 1." May Harrison and Arnold Bax-Violin and Piano. (C1749-1750).

"Zigeuner," Peggy Wood. Soprano. "If Love Were All." Ivy St. Heller. Soprano (B3144).

"Ecosaise." "Sonata in a Major." Mischa Levitzki-Piano Solo. (E537).

"Young Tom O' Devon." "Widdicombe Fair." Baritone. (E94).

Charles Tree-Lustig-Streich. "Till Eulenspiegel's Lustige Streiche." London Symphony Orchestra. (D1418)-(D1419).

Dance Programme. 9.30 p.m. Extra. Waltz. "Carolina Moon."

1. Fox Trot. "Ain't Misbehavin'." "What is this thing Called Love?"

2. One Step. "By the Way." "Satisfied."

3. Fox Trot. "Song of the Vagabond." "Only a Rose."

4. Waltz. "My Song of the Nile." "Your Always in My Arms."

5. Fox Trot. "You Were Meant For Me." "Broadway Melody."

6. Waltz. "Blues." "St. Louis Blues."

7. Fox Trot. "Deep Night." "A Garden in the Rain."

8. Waltz. "Mean to Me." "Romance."

9. Fox Trot. "I Kiss Your Hand Madame." "One Step."

10. Waltz. "Makin' Whoopee." "Seventh Heaven."

11. One Step. "Makin' Whoopee." "Seventh Heaven."

12. Waltz. "Peer Gynt," Suite-Aurora's Dance.

"Hugette." "The Desert Song." Extrat.

"Little Pal." "Mona." "Weary River."

There will be an interval of approximately two minutes between dances.

11.30 p.m. Close down.

SUNDAY'S PROGRAMME.

St. John's Cathedral Service.

11.00 a.m. Church Service relayed from St. John's Cathedral.

12.15 p.m. (Approx.) Chinese programme.

1.00 p.m. Close down. 1.30 p.m. Weather report and local time.

9.00 p.m. Weather report and local time.

9.00 p.m. Programme of Columbia records selected and supplied by Messrs. Anderson Music Co.

"The Danzka Rose," Selection. Court Symphony Orch. (DX24).

"Drinking." "Song of the Flea." Capitan Zaporejets with Piano. (L1991).

"The Merchant of Venice." Organ Solo by Quentin M. Maclean. (9585-9586).

"Concert Waltz In A." "Witches Dance." The B.B.C. Wireless Symphony Orchestra. (9114).

"Rigoletto," Quartette. "Rigoletto," Prelude and Duke's Song. Maria Gentile, Alessandro Grandia and Carlo Goffi. (L2310).

"Shenandoah, Sea Shanty." "The Meistersingers-Prize Song." Cello Solo by W. H. Squire Pattman at the Organ. (L2188).

"The Voice I Heard E'en Now." "A Dollie Mind I Bear." A. M. Guglielmetti, Soprano. (L2051).

"Slavonic Dance in G Minor." "Largo." Violin Solo by Joseph Seigeti and Kurt Rudrditz at the Piano. (L2097).

"Faust," Prelude. "Faust," Valse. Milan Symphony Orchestra. (9878).

"Slumber, Dear Maid." "Abide With Me." Master John Bonner, Boy Soprano. (9745).

10.30 p.m. Close down.

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Empress of Canada	Sept. 4	Sept. 7	Sept. 8	Sept. 11	Sept. 19
Empress of Russia	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Empress of Japan	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Asia*	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Russia	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 28
Empress of Japan	Nov. 27	Dec. 1	Dec. 2	Dec. 4	Dec. 12
Empress of Asia	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
Empress of Canada	Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Russia	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Jan. 22	Feb. 1	Feb. 3	Feb. 5	Feb. 13
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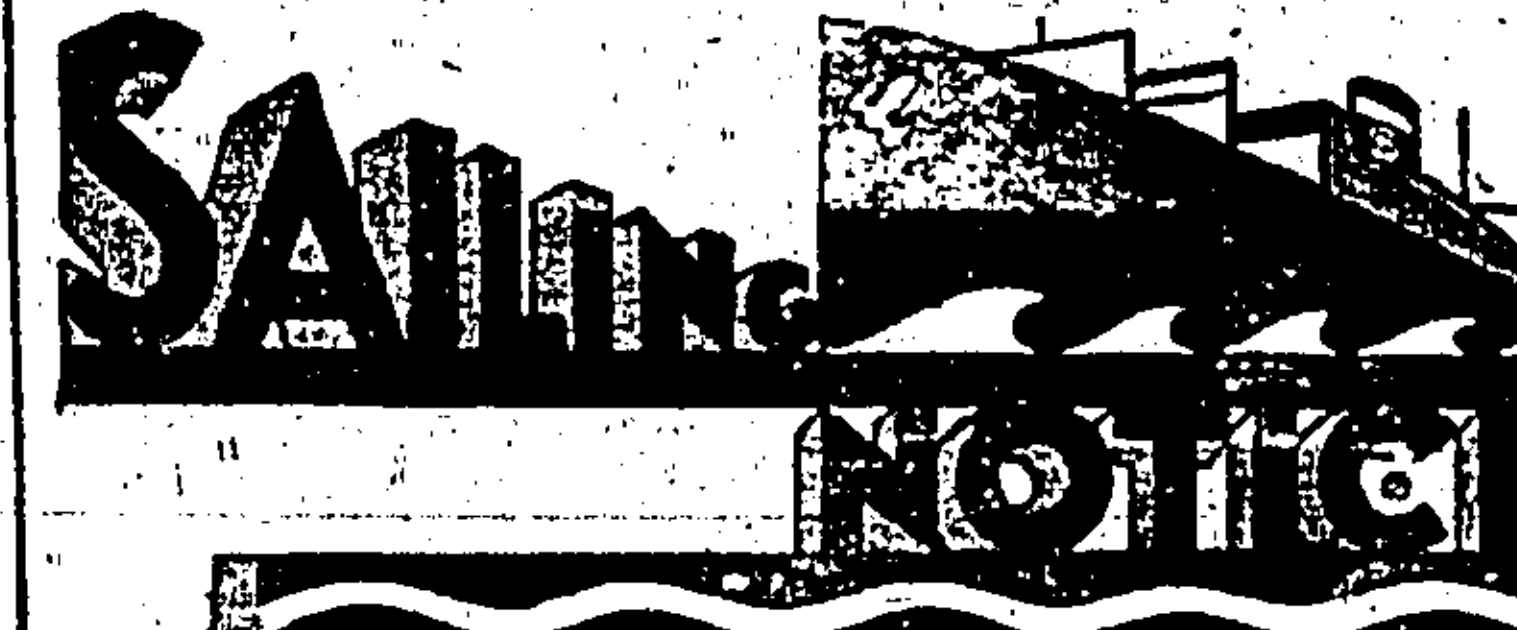
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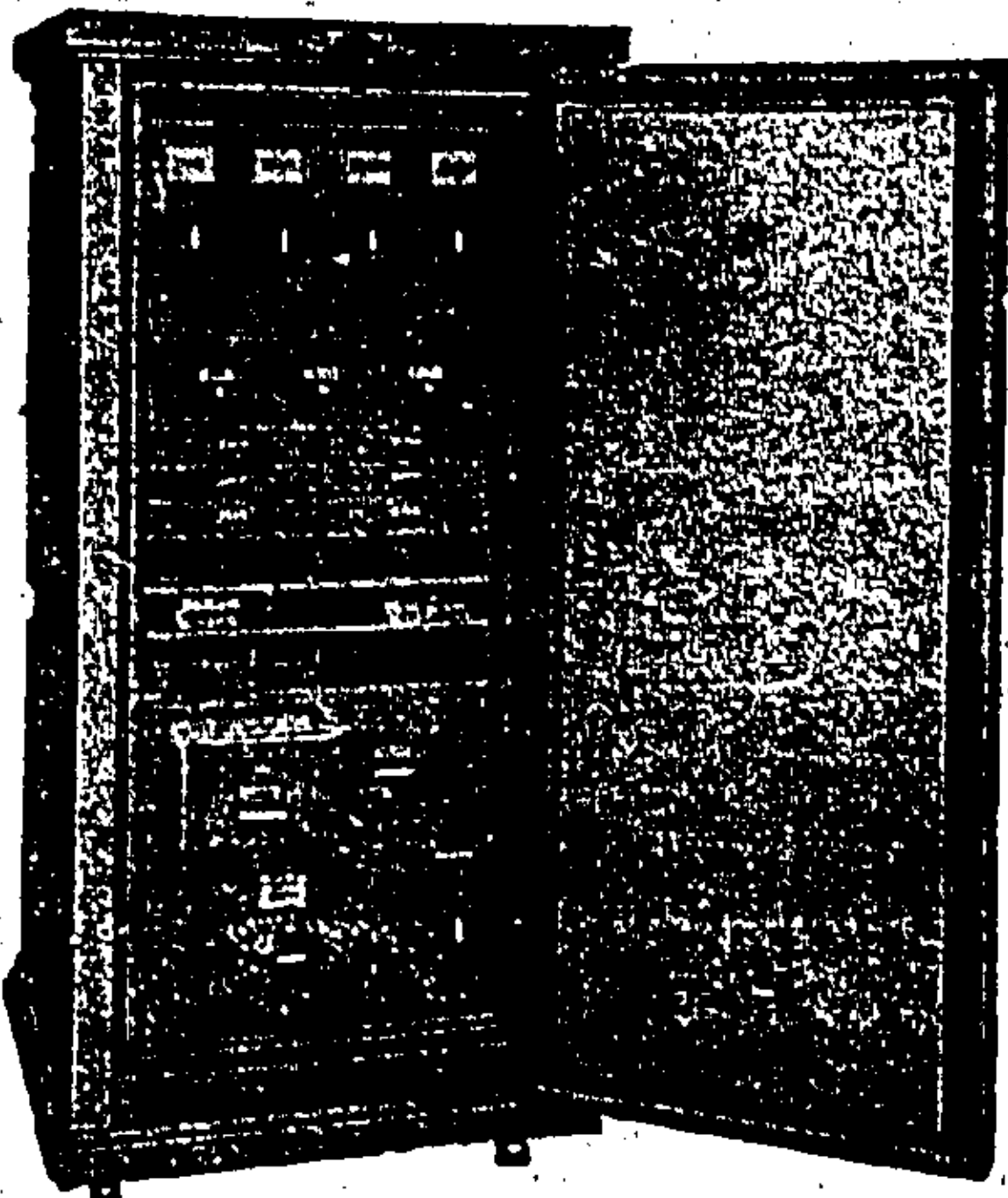
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CHAINED BY LEGS IN CELL.

AMENITIES OF A CANTON
PRISON RELATED.

That it is quite a usual thing for a prisoner in Kwangtung to be kept chained by the legs in his cell was the statement made before Mr. Lindsell at the Central Magistracy yesterday afternoon, by a photographer who had come down here to give evidence in an extradition case.

The proceedings concerned three men who are wanted by the Canton authorities for the alleged murder of a clansman in their native village of Taifu. A party of five men recently went up-country to take photographs of the scene of the crime, and while there they were interfered with, it is stated, by the Chinese soldiery, and detained.

Subsequently, all five men were released, with the exception of Tam Kwai, regarded as an important witness for the defence in the extradition case, who is still a prisoner in a gaol at Fatsan.

Alleged to Be a Bandit.

Regarding him, it was yesterday stated by the Public Prosecutor (Mr. Somerset Fitzroy), that a communication had been received through H. M. Consulate at Canton from the Governor of Kwangtung to the effect that the man was being detained on a separate charge, of conspiring with bandits. As the charge was a serious one, it was not possible to send Tam Kwai back to Hongkong.

Mr. Hin-shing Lo, Counsel representing the fugitives in the extradition case, who had all along protested strongly against the detention of his most important witness, suggested that the real reason for Tam Kwai not being returned here was that he had been tortured and was not in a condition to be presented before the Court.

A photographer, who had accompanied Tam Kwai on the expedition, which was to have resulted in the acquisition of photographic evidence of much value from the defence point of view, yesterday recounted his experience commencing from the departure from Canton.

He stated that when they reached Taifu Village, Tam Kwai did not accompany the party into the place, but stayed behind when they reached the village gateway, after giving directions to witness as to the shops to be photographed.

Witness's Experience.

Witness and a foki had just begun to focus their cameras when they were interrupted by village scouts who requested them to proceed to headquarters. There they were kept for an hour before being finally lodged in a sub-magistracy of the Fatsan district.

"There I was detained for five days and five nights. Chains were put on my feet while I was kept in a cell. A judicial officer who came to interview me said that I was accused of taking photographs for bad characters, but assured me that all would be right with me and that I would be released as soon as my employer sent for me."

What happened to the others of the party and to Tam Kwai witness did not know, but he declared that it was the usual practice for prisoners to be kept in their cells chained by the feet.

The case was again adjourned until Thursday.

CONSIGNEES' NOTICE.

N. Y. K. LINE
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From EUROPE and STRAITS.

The Steamship, "LYONS MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 24th July, 1930, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected. **NIPPON YUSEN KAISHA,** Hongkong, 17th July, 1930.

BUSES TO DEEPWATER BAY.

COMPANY'S PROPOSED
NEW SERVICE.

The proposal of a Chinese company to run a bus service from Hongkong via Stubbs Road and Deepwater Bay to Aberdeen is being considered by the Government.

Mr. T. H. King, Director of Criminal Intelligence, stated yesterday that the idea was for better facilities for residents around Deepwater Bay and the proposed service intended to operate via Queen's Road East and Stubbs Road.

Chinese Interest.

Concerning the formation of this new bus company it is understood that some years ago a party of prominent Chinese merchants, including Sir Shou-son Chow, a member of the Hongkong Legislative Council, Mr. Li Tse-fong, of the Bank of East Asia, and several others leased from the Hongkong Government a piece of ground situated about three miles from Aberdeen, which was subsequently named Shou Shan Chuen Village. A number of fine buildings have been erected on this site.

Because of the distance from the Aberdeen market the residents at Shou Shan Chuen Village suffer considerable inconvenience and with a view to providing better communications for the residents in this village, which is to be extended by the construction of twenty-four residences, some Chinese merchants there have applied to the Government for permission to operate a bus service.

If the sanction of the authorities can be obtained, it is the intention of the management of this bus company to import a fleet of motor vehicles, with accommodation for twelve passengers only to begin with, with a scheme for future expansion if the plan works out successfully.

At present there is a bus service operated by Chinese running between West Point and Aberdeen via the western end of the

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are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 17th July.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 23rd July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 6th August, or they will not be recognized. No fire insurance will be effected. **BUTTERFIELD & SWIRE,** Agents.

Hongkong, 16th July, 1930.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"D'ARTAGNAN" Arrived Hongkong on Tuesday, the 15th July, 1930.

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Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before Thursday, the 24th July, 1930, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Monday, the 21st July, 1930.

No claims will be admitted after the Goods have left the Godowns.

No fire insurance will be effected by us in any case whatever.

R. OHL, Agent.

Hongkong, 15th July, 1930.

REORGANISATION OF AVIATION.

SINO-AMERICAN CONTRACT
APPROVED.

Nanking, July 18.

The State Council has approved the new Sino-American aviation contract with the Curtiss interests. Measures regarding the reorganisation of the China National Aviation Corporation have also been approved.

The Government has abolished the old regulations governing this corporation.—*Reuter.*

Island. It is understood that the present Aberdeen Bus Company has no connexion with the new company.

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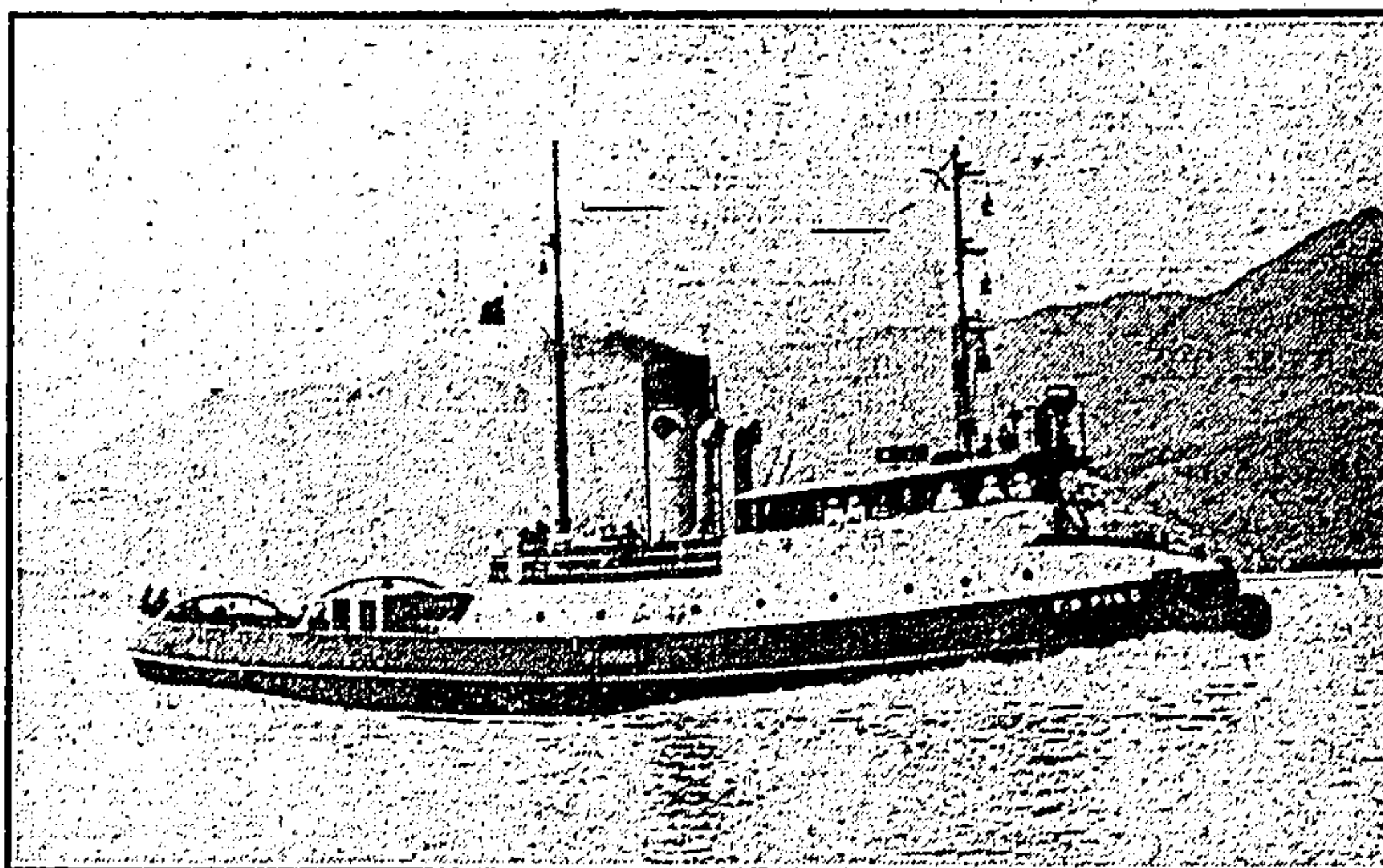
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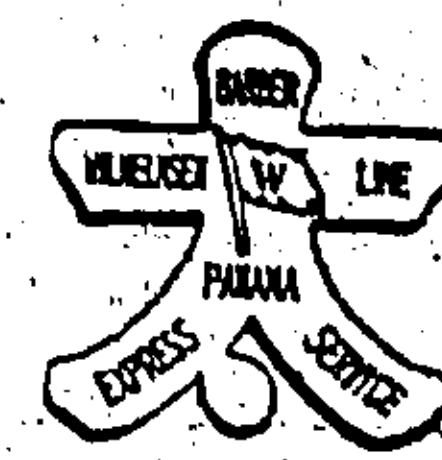
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S. S.	Tons	From Hongkong (about)	Destination
MIRZAPORE	6,715	23rd July.	Straits, Colombo & B'bay
JEPPORE	5,318	26th July.	M'les, L'don, Hull, E'tg, Rotterdam & Antwerp
KALYAN	9,144	2nd Aug.	M'les, L'don, Hull, E'dm & A'werp
RAJPUTANA	16,563	16th Aug.	Bombay, M'les & L'don
KIDDERPORE	5,334	19th Aug.	Straits, Colombo, B'bay & Karachi
KASHMIR	8,985	30th Aug.	M'les, L'don, Hull, E'dm & A'werp

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TILAWA	10,006	16th Aug.	S'pore, Penang & Calcutta
TALAMBA	8,018	23rd Aug.	S'pore, Penang & Calcutta
TALMA	10,000	31st Aug.	S'pore, Penang & Calcutta

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NELLORE	6,853	3rd Aug.	Manila, Thurs, Island, Townsville, B'bane
TANDA	6,956	5th Sept.	Sydney and Melbourne
ST. ALBANS	4,500	3rd Oct.	

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TILAWA	10,006	24 July, 6 a.m.	Amoy, Shai, Moji, Kobe & Osaka
KASHMIR	8,985	1st Aug.	Shai, Moji, Kobe & Yoko
TALAMBA	10,000	2nd Aug.	Amoy, Moji, Kobe & Osaka
BORDA	—	3rd Aug.	Shanghai & Kobe
TALMA	10,000	10th Aug.	Amoy, Moji, Kobe & Yoko
MANITUA	10,946	15th Aug.	Shai, Moji, Kobe & Yoko

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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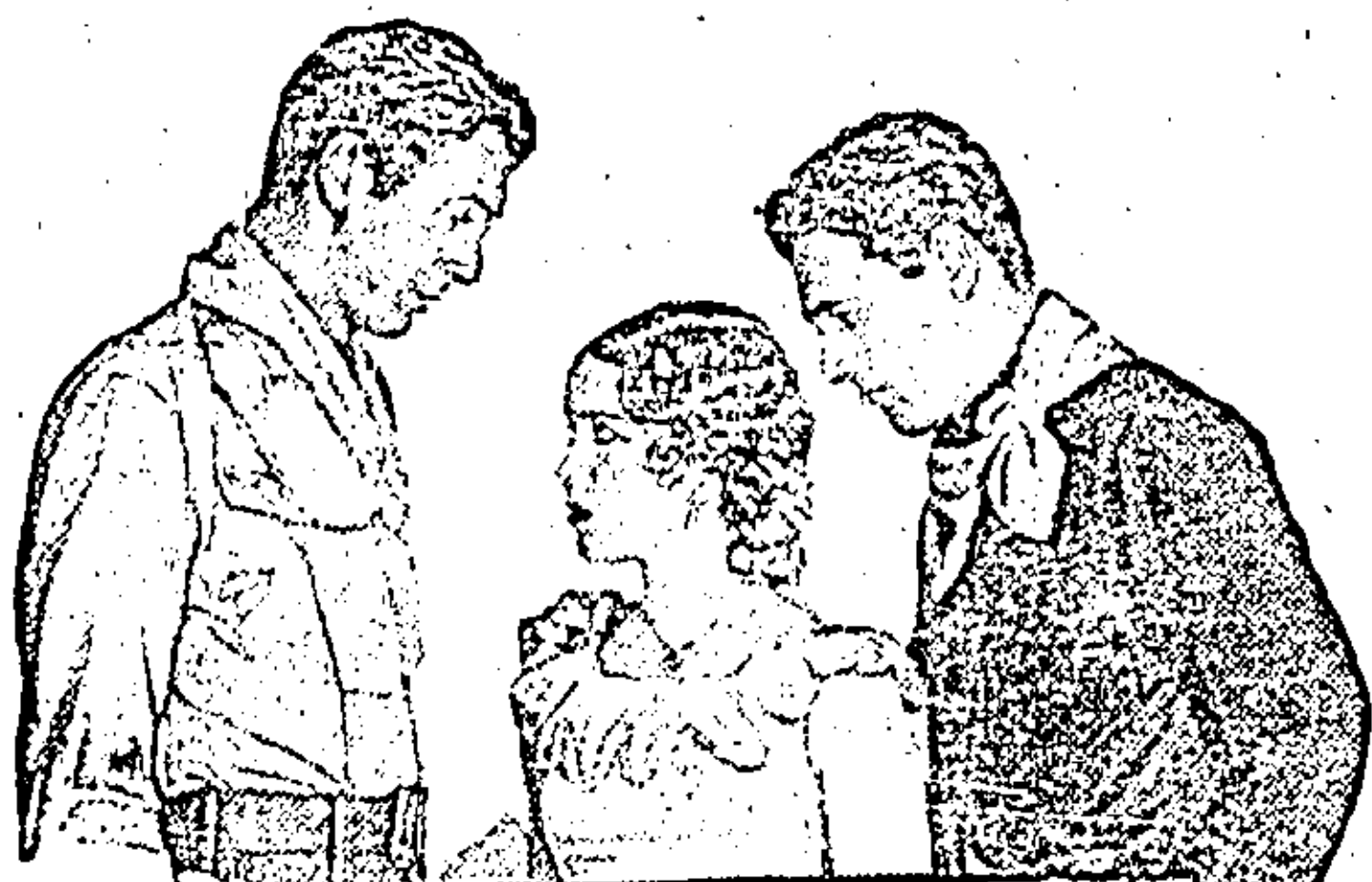
STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
TAIPING	1st Port	July 22nd	July 25th	August 10th
CHANGTE	August 12th	August 22nd	August 25th	September 10th
TAIPING	September 12th	September 22nd	September 25th	October 10th
CHANGTE	October 12th	October 22nd	October 25th	November 10th

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**LADIES
OF THE MOB**

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AT THE **MAJESTIC** NATHAN ROAD, KOWLOON.
Showing for the FIRST TIME in Hongkong.

An audacious robbery was carried out on board the steamer Blarritz, of the Folkestone-Boulogne service, while it was lying at Boulogne. The thief penetrated to the cabin of the commanding officer, Captain Scrivens, and taking the key of a drawer from the pockets of his clothes, stole about £5 in French money. Although a light sleeper, Captain Scrivens was not disturbed. The French police are making an active search for the man.

Lisbon was panic-stricken during a violent storm accompanied by torrents of rain when streets, shops, and houses were flooded and many buildings were struck by lightning. The former royal residence, the Palace das Necessidades, now the Foreign Ministry, was also struck by lightning, and the Ministry of the Interior and the Mint were among the buildings flooded. A thunderbolt which struck a church during a First Communion service caused a panic among the children.

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STREET BATTLE IN ADELAIDE.

ESCAPED CONVICTS CLASH WITH POLICE.

TWO FATALITY SHOT.

Adelaide, July 18. A fierce street battle between convicts and the police occurred here to-day.

The clash was between four long-term convicts, who had escaped from Yatala Labour Prison, and the police, and it ended in two of the convicts being killed and the wounding of two police constables and a lorry-driver.

The convicts, in an accomplice's motor-car, sped through the city, firing revolvers, and were pursued in another car by the police, who were armed with rifles.

Eventually, both cars were disabled and the fight continued afoot.

Police reinforcements soon arrived on the scene, and one of the convicts was captured. Another escaped, but he was captured later disguised as a woman.

The other two convicts, after firing into private houses and a school, commanded a lorry, but they encountered a posse of police, who shot them dead. It was during this incident that the lorry-driver was wounded.—*Reuter.*

CHINESE COLONEL'S ARREST.

MAY BE COURT-MARTIALED IN CANTON.

Canton, July 18. Several months ago, General Chang Fat-kwei, Commander of the Ironsides, sent an envoy to Wuchow to interview General Chan Chai-tong, at that time Commander-in-Chief of the 8th Route Army, who had his headquarters at Wuchow.

According to General Chang Fat-kwei, this envoy, Colonel Szeto Fee, was sent with proposals of peace to General Chan Chai-tong; but according to the latter, the Colonel only came to request General Chan Chai-tong and his army to unite with the Ironsides and march northwards together to assist the Kuomintang-Shansi allies in their campaign against the Nationalists at Nanking.

In any case, General Chan Chai-tong ordered the arrest of Colonel Szeto Fee, and the Colonel has been kept a prisoner for several months in Wuchow. It is now reported that he has been brought to Canton under escort and will appear before a Court Martial here.—*Our Own Correspondent.*

FAMOUS PICTURES AUCTIONED.

HIGH PRICES FETCHED AT CHRISTIE'S.

London, July 18. At a great art sale which realised nearly £100,000 at Christie's Auction Room, London, some famous works, including several from the collections of the late Lords Curzon and Balfour and the Earl of Feversham, brought high prices.

Sixteen thousand guineas were paid for a superb Hobbema landscape which was the property of the Earl of Feversham.

One of the most celebrated of the old masters among thirty-two Curzon heirlooms, which in all realised 40,000 guineas, was a Rembrandt portrait of "Old Man" which fetched 15,000 guineas.

Other high prices for portraits by Reynolds were 4,000 guineas, by Fainsborough 2,000 guineas, and by Hoppner 2,200 guineas. Of twelve pictures from the Balfour estate the highest price paid was 2,600 guineas for Jan van Goyen's view of Dordrecht River.—*British Wireless.*

FIGHT ON NAVAL TREATY.

(Continued from Page 1.)

olution in its revised form was passed by a vote of 53 to 3. Even some of the treaty's opponents, among them Senators Copeland, Black, George and Harris, joined in urging the passage of the amendment. However, others among them, Senator Johnson of California, opposed the change to the last.

Indications are that the Senate will get few if any of the debated papers. The resolution puts it up to President Hoover to decide whether it would be compatible with public interest to make the documents public. The executive previously held that it would not be compatible, when he declined to give the papers to the Foreign Relations Committee.

TEST PLAYERS IN FORM.

(Continued from Page 1.)

The first innings and the second ended with 100 for each side.

Northants v. Essex. Rain prevented three full days' play. Northants made the very useful total of 458 in their first innings which was marked by a batting display by Liddell. He made 120 before his wicket fell. The game ended with Essex having made 172 for five wickets.

Worcester v. Leicester. Having made 222, Worcester, skittled out Leicester for the paltry score of 58; Perks taking seven wickets for only twenty runs. Leicester were forced to follow on but they could not avoid an innings defeat and were all out for 152. Brook took six for 37. In the Worcester innings Astill took four for 57.—*Reuter.*

To-day's Matches. The following matches are starting to-day: Middlesex v. Notts, at Lord's. Surrey v. Lancashire at the Oval. Kent v. Gloucester at Maidstone. Sussex v. Essex at Brighton. Derbyshire v. Yorkshire at Chesterfield. Warwickshire v. Hampshire at Coventry. Leicestershire v. Somerset at Leicester. Northants v. Glamorgan at Peterborough. West of Scotland v. Australians at Glasgow (two days).

ATTEMPT TO KILL OFFICIAL.

(Continued from Page 1.)

san's information bureau announced the occupation of Kueiching city and south of the Lunghai railway the Northerners had occupied Chihhsien, Tchang, Tsur-chow and Yungcheng, and were now pushing towards Tanshan in Kiangsu.

On the Tientsin-Pukow railway front the Northerners had taken Chufu, and were now attacking Yenchow from Chufu and Tsinning. On the Peking-Hankow line, the Northerners were south of Yenchow.

Chu declared that Feng Yushiang would shortly take the offensive, and might be expected to occupy Wuhan in view of the transfer of Chiang Kai-shek's main forces to the Tientsin-Pukow front. Dealing with the situation along the Kiao-tai railway, he stated that the Shansi forces were now at Chingchow, and Generals Liu Chen-nien and Kao Kwei-tzu were attacking Han Fu-chu's rear. A proposal that Han's forces should withdraw to Haichow had proved unacceptable, and fighting was now proceeding, simultaneously with further negotiations.—*Reuter.*

CONTROLLING NOISE IN KOWLOON.

PROHIBITED AREAS CLEARLY DEFINED.

The current issue of the Government Gazette contains amendments to various regulations in respect of hawkers' street cries in specified districts. The regulations are amended so as to specially define the districts in Kowloon where hawkers are not permitted to use cries for the purpose of attracting attention to their wares. The boundaries are fully set out in the amended regulations and roughly mark the limits of the residential areas.

In addition the regulations regard Summary Offences are amended in order to prohibit the uttering of shouts or cries during the playing of the game called Chai-mui between the hours of 10 p.m. and 6 p.m. The districts where cries cannot be made during these hours are set out in the Gazette.

The section of the Summary Offences Ordinance dealing with disturbance of public tranquility is also amended by specifying various districts in Kowloon, and similar provisions are made regarding playing music in the streets and in exploding fireworks.

SONGS AND DANCES.

LATEST HITS COMING TO THE QUEEN'S.

Something unusual in the way of entertainment is promised at the Queen's Theatre shortly when some well-known artists comprising the "Montmartre Polka" will be giving performances in conjunction with the regular programme feature.

The company has just been engaged and will be due in Hongkong as soon as their season in Shanghai is completed. Further particulars will be made known at a later date.

GERMAN PLANS IN INDIA.

THE TRADE CO-OPERATION PROJECT AFOOT.

HUGE UNDERTAKING.

Bombay, July 18.

The "Export Dienst (India), Limited," a German concern with an ambitious programme for export and import trade between India and Germany, in co-operation with an Indian organisation called the Indo-German Products Co-Operation, has started activities here.

The Indian counterpart, which will act as a selling agency throughout India, aims at the ultimate import into India of German manufactures worth £400,000 annually and the export to Germany of Indian raw products worth £300,000 annually.

It is understood that the Indo-German Product Co-Operation is assured of strong Indian financial backing and is planning a network of factories throughout India for the manufacture of daily necessities which India is at present importing from various countries.

The Export Dienst has been formed by over four hundred German manufacturers headed by Herr Theodore Packer, who visited India in January to study the Indian markets. He then decided to collaborate with Indian businessmen who are striving to develop Indian industries.—*Reuter.*

KWANGTUNG FINANCE MATTERS.

COMMISSIONER TO VISIT NANKING.

Canton, July 18.

Mr. Fan Kee-mo, Commissioner of Finance to the Kwangtung Provincial Government, is leaving for Nanking via Hongkong and Shanghai, to consult with Mr. T. V. Soong, Minister of Finance of the Nationalist Government, on certain matters relating to the financial situation of Kwangtung.

It is understood that Mr. Fan Kee-mo will discuss with Mr. T. V. Soong, amongst other things, the redemption of public loans and bonds and Central Bank notes; military expenditure in Kwangtung, which has lately been absorbing practically the whole of the Province's revenue; the abolition of likin and the consequential increase in Customs duties; and the financial situation of Kwangsi.—*Our Own Correspondent.*

MELBOURNE RADIO EXHIBITION.

OPENED BY PRESSING BUTTON IN LONDON!

London, July 18. Sir William Waterlow, Lord-Mayor of London, by pressing a button in Mansion House at 6.27 this morning, opened the Melbourne Radio Exhibition.

Direct communication had been obtained between the Mansion House and the operator on the stage of Melbourne City Hall, and at a given signal the Lord-Mayor tapped a key, whereupon, in the Exhibition 11,000 miles away, a sign in lights was displayed announcing that the show was open.

Within a quarter of an hour a cablegram was handed to the Lord-Mayor from Melbourne, announcing the complete success of the demonstration.

Later in the day, additional lights were switched on in Melbourne by Mayors of Montreal (Canada), Wellington (New Zealand) and from Fiji.—*British Wireless.*

CHINA AVIATION SERVICES.

LINE FROM CANTON TO HANKOW.

Canton, July 18. Several new air lines are to be opened up in China within the next few months. One of the first to be brought into operation will be the line from Canton to Hankow. Other lines will be from Nanking to Peking and from Shanghai to Chengtu.

The Canton-Hankow will be particularly useful in view of the impossibility of reaching Hankow at present except by a long and tedious journey via Hongkong, and the Yangtze, or a most uncomfortable overland journey which takes from five to ten days, by rail, car and ferry boat.

With the establishment of a line from Canton to Hankow it will be possible to connect in Hankow for Nanking and Shanghai, and from there for Peking, thereby bringing Peking within three days of Canton.—*Our Own Correspondent.*

THE VEN-IN-ONE STAR WILLIAM FOX presents ALL TALKING MOVIE TONE SEVEN FACES



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AT THE **QUEEN'S** Final Showings To-day.
At 2.30, 5.10, 7.15 & 9.20

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